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IN Min Alt#2 - 5
IN Min Rdr#2 - 9
IN Min TO#2 - 13
05C - 133
0I2 - 56
2R2 - 146
3HO - 137
3I3 - 318
4I7 - 127
50I - 211
5I4 - 299
8A4 - 147
AID - 30
ANQ - 34
ASW - 336
BAK - 58
BFR - 42
BMG - 46
C03 - 255
C62 - 209
C65 - 275
C97 - 232
CEV - 64
CFJ - 68
DCY - 339
EKM - 71
EVV - 80
EYE - 149
FKR - 105
FRH - 108
FWA - 87
GEZ - 296
GGP - 228
GSH - 122
GUS - 263
GWB - 37
GYY - 110
HFY - 155
HHG - 142
HNB - 138
HUF - 320
I22 - 344
I34 - 131
I76 - 272
I99 - 29
IMS - 233
IND - 159
IWH - 333
JVY - 203
LAF - 223
MCX - 245
MGC - 243
MIE - 247
MQJ - 188
MZZ - 235
OKK - 215
OVO - 260
OXI - 213
PLD - 277
PPO - 219
RCR - 288
RID - 281
RWN - 341
RZL - 279
SBN - 302
SER - 290
SIV - 312
SMD - 103
TEL - 316
TYQ - 194
UMP - 199
UWL - 257
VPZ - 329

IN Mins - Alternates #2 - 5
IN Mins - Radar #2 - 9
IN Mins - Take-Off #2 - 13
ALEXANDRIA I99 - 29
ANDERSON AID - 30
ANGOLA ANQ - 34
AUBURN GWB - 37
BEDFORD BFR - 42
BLOOMINGTON BMG - 46
BRAZIL 0I2 - 56
COLUMBUS BAK - 58
CONNERSVILLE CEV - 64
CRAWFORDSVILLE CFJ - 68
ELKHART EKM - 71
EVANSVILLE EVV - 80
FORT WAYNE FWA - 87
FORT WAYNE SMD - 103
FRANKFORT FKR - 105
FRENCH LICK FRH - 108
GARY GYY - 110
GOSHEN GSH - 122
GREENCASTLE 4I7 - 127
GREENSBURG I34 - 131
GRIFFITH 05C - 133
HOBART 3HO - 137
HUNTINGBURG HNB - 138
HUNTINGTON HHG - 142
INDIANAPOLIS 2R2 - 146
INDIANAPOLIS 8A4 - 147
INDIANAPOLIS EYE - 149
INDIANAPOLIS HFY - 155
INDIANAPOLIS IND - 159
INDIANAPOLIS MQJ - 188
INDIANAPOLIS TYQ - 194
INDIANAPOLIS UMP - 199
JEFFERSONVILLE JVY - 203
KENDALLVILLE C62 - 209
KENTLAND 50I - 211
KNOX OXI - 213
KOKOMO OKK - 215
LA PORTE PPO - 219
LAFAYETTE LAF - 223
LOGANSPORT GGP - 228
LOWELL C97 - 232
MADISON IMS - 233
MARION MZZ - 235
MICHIGAN CITY MGC - 243
MONTICELLO MCX - 245
MUNCIE MIE - 247
NAPPANEE C03 - 255
NEW CASTLE UWL - 257
NORTH VERNON OVO - 260
PERU GUS - 263
PERU I76 - 272
PLYMOUTH C65 - 275
PORTLAND PLD - 277
RENSSELAER RZL - 279
RICHMOND RID - 281
ROCHESTER RCR - 288
SEYMOUR SER - 290
SHELBYVILLE GEZ - 296
SHERIDAN 5I4 - 299
SOUTH BEND SBN - 302
SULLIVAN SIV - 312
TELL CITY TEL - 316
TERRE HAUTE 3I3 - 318
TERRE HAUTE HUF - 320
VALPARAISO VPZ - 329
WABASH IWH - 333
WARSAW ASW - 336
WASHINGTON DCY - 339
WINAMAC RWN - 341
WINCHESTER I22 - 344

INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]**
	ILS or LOC Rwy 23[2]
	RADAR[3]

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

ANDERSON, IN	
ANDERSON MUNI-DARLINGTON FIELD	**ILS or LOC Rwy 30[1]**
	NDB Rwy 30
	RNAV (GPS) Rwy 30
	VOR-A

NA when local weather not available.
[1]NA when control tower closed.

ASHTABULA, OH	
ASHTABULA COUNTY	**RNAV (GPS) Rwy 8**
	RNAV (GPS Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH	
OHIO U SNYDER FIELD	**NDB Rwy 25**

NA when local weather not available.

BLOOMINGTON, IN	
MONROE COUNTY	**ILS or LOC/DME Rwy 35**
	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME Rwy 6
	VOR/DME Rwy 24

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L[124]**
	LOC BC Rwy 3R[13]
	NDB Rwy 21L[124]
	NDB Rwy 25[134]
	RNAV (GPS) Rwy 21L[34]
	RNAV (GPS) Rwy 25[145]

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

CLEVELAND, OH	
BURKE LAKEFRONT	**ILS or LOC Rwy 24R**
	NDB or GPS Rwy 24R[1]

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY	**ILS or LOC Rwy 24[12]**
	LOC/DME BC Rwy 6[1]
	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

COLUMBUS, IN	
COLUMBUS MUNI	**ILS Rwy 23[1]**
	RNAV (GPS) Rwy 5[2]
	RNAV (GPS) Rwy 14[2]
	RNAV (GPS) Rwy 23[2]
	RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE UNIVERSITY **ILS or LOC Rwy 9R**
NDB Rwy 9R

NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L

NA when local weather not available.

DAYTON, OH

DAYTON-WRIGHT BROTHERS **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

ELKHART, IN

ELKHART MUNI **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]

[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22

NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7

NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]

[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 800-2½.

SMITH FIELD **VOR Rwy 13**

NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL **NDB or GPS Rwy 30**

NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI **RNAV (GPS) Rwy 27**
VOR Rwy 27

NA when local weather not available.

HAMILTON, OH

BUTLER COUNTY RGNL . **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]

NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

HUNTINGBURG, IN

HUNTINGBURG **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN
EAGLE CREEK AIRPARK **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN
CLARK RGNL **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN
STARKE COUNTY **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN
KOKOMO MUNI **VOR or GPS Rwy 23**
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5
NA except standard for operators with approved weather reporting service.

LAFAYETTE, IN
PURDUE UNIVERSITY **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH
FAIRFIELD COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH
LIMA ALLEN COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 28
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN
CASS COUNTY **VOR/DME RNAV Rwy 27**
VOR-A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH
MANSFIELD LAHM RGNL **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH
MARION MUNI **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH
KNOX COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN
DELAWARE COUNTY RGNL **ILS Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 20[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NEWARK, OH
NEWARK-HEATH **LOC Rwy 9[1]**
VOR-A[2]
[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME — ALTERNATE MINIMUMS

SHELBYVILLE, IN

SHELBYVILLE MUNI **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL **ILS or LOC Rwy 9R**[1]
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-HULMAN FIELD **LOC BC Rwy 23**[1]
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]
[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

TOLEDO, OH

METCALF FIELD **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]
[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

NAME — ALTERNATE MINIMUMS

VALPARAISO, IN

PORTER COUNTY MUNI **ILS Rwy 27**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
[1]LOC, NA.
[2]NA when local weather not available.

VAN WERT, OH

VAN WERT COUNTY **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WILMINGTON, OH

AIRBORNE AIRPARK **ILS or LOC Rwy 4L**[14]
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]
NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI **VOR or GPS Rwy 4**[1]
VOR or GPS Rwy 22[2]
[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

AKRON, OH

Amdt. 23A, April 8, 2010 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST)

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1720**/24	511	(600-½)	CD	**1720**/50	511	(600-1)
	5		AB	**1640**-1	438	(500-1)	C	**1640**-1¼	438	(500-1¼)
			D	**1640**-1½	438	(500-1½)				
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			AB	**1760**-1	532	(600-1)	C	**1760**-1½	532	(600-1½)
			D	**1780**-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA) ELEV **1010**

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	6L		ABC	**1380**/24	382	(400-½)	D	**1380**/50	382	(400-1)
	36		AB	**1420**-1	411	(500-1)	CD	**1420**-1¼	411	(500-1¼)
CIRCLING			AB	**1480**-1	471	(500-1)	C	**1480**-1½	471	(500-1½)
			D	**1560**-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA) ELEV **684**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1040**-1	372	(400-1)	DE	**1040**-1¼	372	(400-1¼)
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	496	(500-1)	C	**1180**-1½	496	(500-1½)
		D	**1240**-2	556	(600-2)	E	**1360**-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.
Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

YOUNGSTOWN-WARREN, OH Amdt. 13A, MAY 6, 2010 (FAA) ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		AB	**1600**/24	415	(500-½)	C	**1600**/40	415	(500-¾)
			D	**1600**/50	415	(500-1)				
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
AMDT 1A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 7,** 300-1. **Rwy 19,** 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25,** 300-1¾ or std. w/ min. climb of 265' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning North.
NOTE: **Rwy 7,** numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19,** tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL. **Rwy 25,** tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

NAME	TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)
AMDT 3 10126 (FAA)
NOTE: **Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

ATHENS (ALBANY), OH
OHIO UNIVERSITY SNYDER FIELD (UNI)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.
NOTE: **Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN
DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH
BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH
BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BRYAN, OH
WILLIAMS COUNTY (0G6)
ORIG 10154 (FAA)
NOTE: **Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 413' per NM to 1100 or 600-2¾ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R,** trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L,** trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)
AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.
NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

CRAWFORDSVILLE, IN

CRAWFORDSVILLE MU NI (CFJ)
ORIG 10154 (FAA)

NOTE: **Rwy 4,** tree 691' from DER, 324' left of centerline, 100' AGL/889' MSL, vehicle on road, 615' from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)

NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)

NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.
NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH

DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)

NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH

ELYRIA (1G1)

NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN

EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.
NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)
ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)
AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)
AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)
AMDT 1 10154 (FAA)

NOTE: **Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)
ORIG 10154 (FAA)

NOTE: **Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)
AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)
ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)
AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course. **Rwy 23,** climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)
AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** 300-1.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN
GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH
CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH
HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up t o 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)

NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 1 95061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
DEPARTURE PROCEDURE: **Rwys 14, 18, 36,** climb on runway heading to 2000 before turning west. **Rwy 32,** climb to 2000 heading 360° before turning west.

KENDALLVILLE, IN
KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN
KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH
HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN
STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL. **Rwy 18,** trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN
LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

LIMA, OH
LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGl/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1. **Rwy 26,** 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
NOTE: **Rwy 9,** trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27,** pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTYRGNL (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

SOUTH BEND, IN
SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.
DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.
NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH
SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)
NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH
JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN
SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN
PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN
SKY KING (3I3)
AMDT 2 84075 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.
DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)
NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH
SENECA COUNTY(16G)
AMDT 2 09183 (FAA)
NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

VALPARAISO, IN
PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH
VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH
DARKE COUNTY (VES)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 9,** trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27,** vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH

WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)

NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN

WARSAW MUNI (ASW)
AMDT 1 83272 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb to 1200 on runway heading before turning west.

WASHINGTON, IN

DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH

FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.

NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH

FULTON COUNTY (USE)
AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH

PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH
AIRBORNE AIRPARK (ILN)
ORIG 09239 (FAA)
NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH
MONROE COUNTY (4G5)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH
WAYNE COUNTY (BJJ)
AMDT 1 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)
DAYTON, OH 09295
Rwy 5R, 200-1½*
Rwy 23R, 400-2¾**
Rwy 23L, 400-2¾***
* Or standard with minimum climb of 240ft/NM to 1100'.
** Or standard with minimum climb of 260ft/NM to 1300'.
*** Or standard with minimum climb of 210ft/NM to 1300'.
Rwy 5R, Climb on track 050° until reaching 1100.
TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.
Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH
LANSDOWNE (04G)
AMDT 2 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSER METRO (4G4)
ORIG-A 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 237' per NM to 1500. **Rwys 18,28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28,** climb runway heading to 2600 before turning north.
NOTE: **Rwy 10,** Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH
YOUNGSTOWN-WARREN RGNL (YNG)
AMDT 4 90207 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH
ZANESVILLE MUNI (ZZV)
ORIG 03359 (FAA)
NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

VOR/DME MIE	APP CRS	Rwy Idg	2314
114.4	272°	TDZE	900
Chan 91		Apt Elev	900

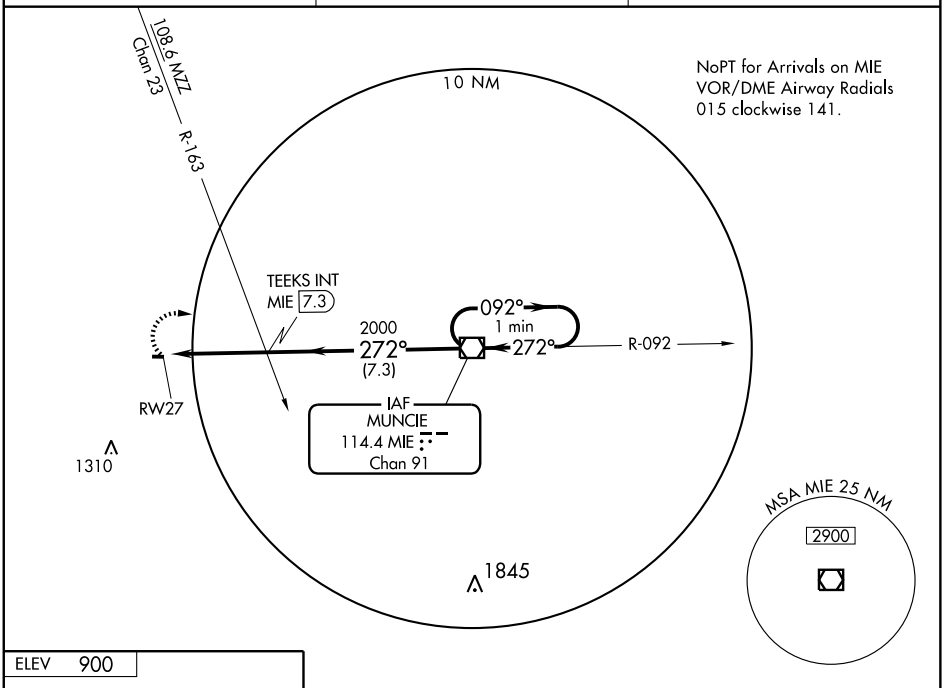
VOR or GPS RWY 27

ALEXANDRIA (I99)

⚠ NA — Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

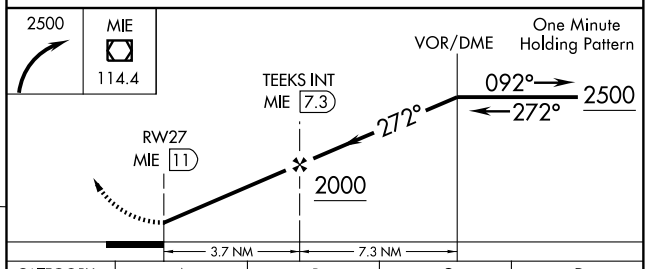
INDIANAPOLIS CENTER	CTAF	UNICOM
120.65 317.8	123.05	123.05



ELEV 900



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)	NA	
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA	
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)	NA	
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA	

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-AID	APP CRS	Rwy Idg	5312
110.1	298°	TDZE	919
		Apt Elev	919

ILS or LOC RWY 30

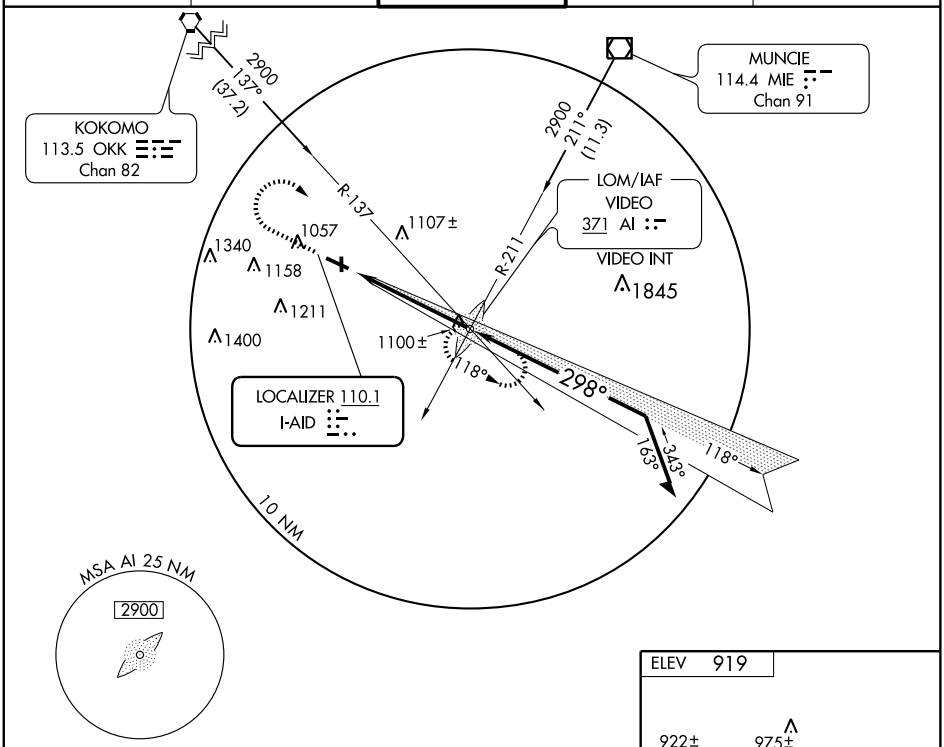
ANDERSON MUNI-DARLINGTON FIELD (AID)

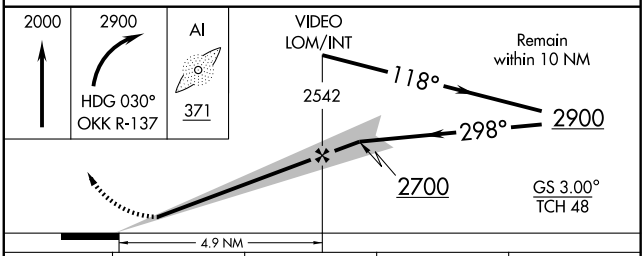
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.

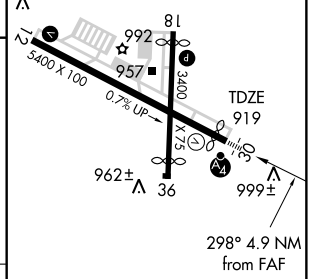
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 03 JUN 2010 to 01 JUL 2010

LOM AI	APP CRS	Rwy Idg	5312
371	299°	TDZE	919
		Apt Elev	919

NDB RWY 30

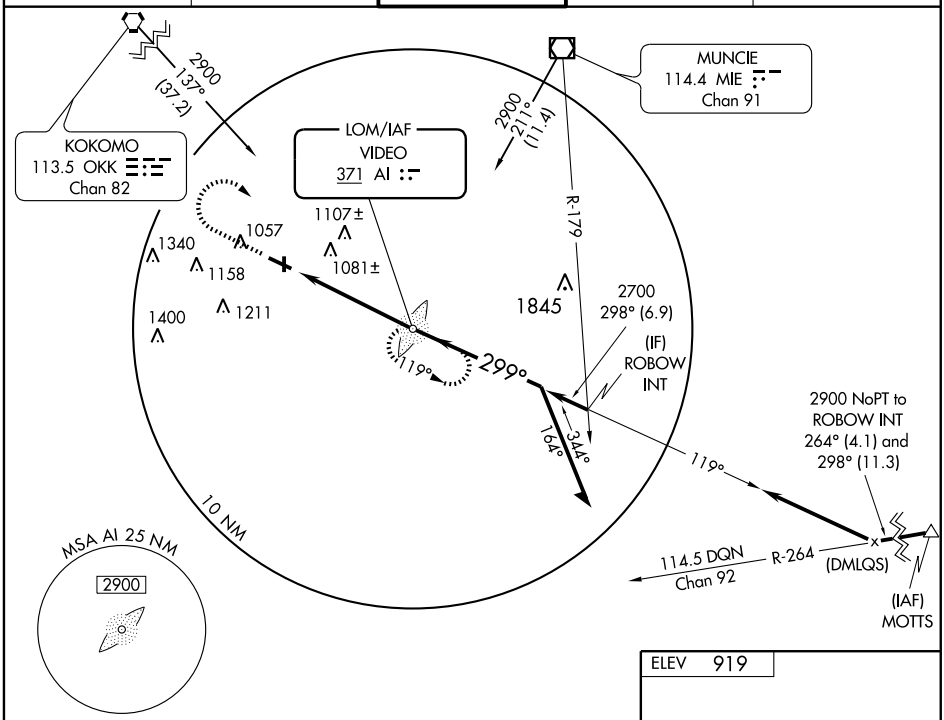
ANDERSON MUNI-DARLINGTON FIELD (AID)

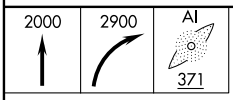
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

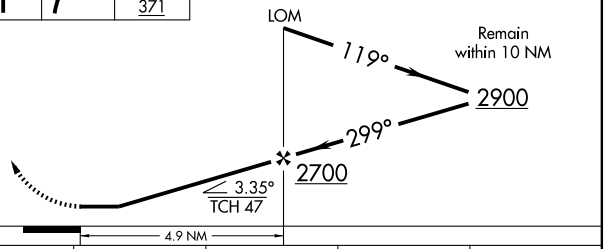
MALSF

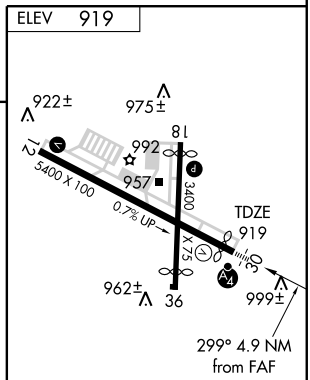
MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95









CATEGORY	A	B	C	D
S-30	1400-1	481 (500-1)	1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1	481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5312
CH 56415	298°	TDZE	919
W30A		Apt Elev	919

RNAV (GPS) RWY 30

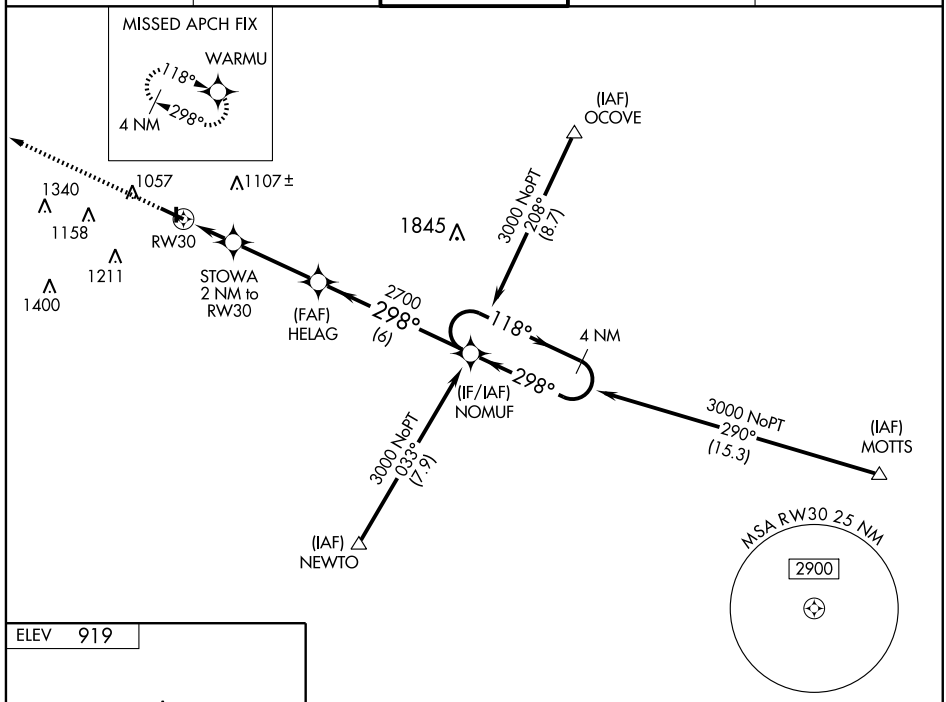
ANDERSON MUNI-DARLINGTON FIELD (AID)

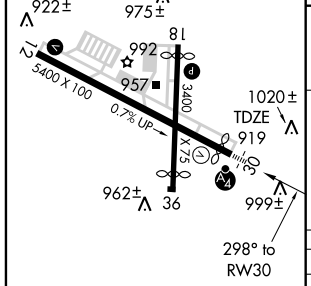
Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

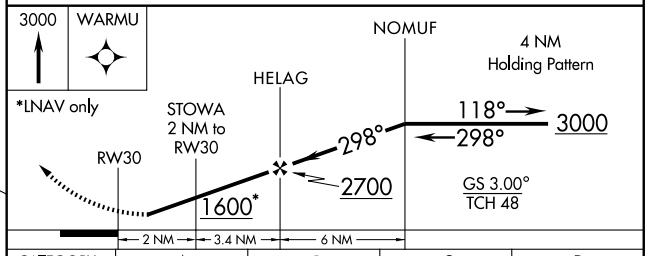
MALSF

MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1234-1 315 (400-1)			
LNAV/VNAV DA	1367-1½ 448 (500-1½)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME MIE	APP CRS	Rwy Idg	N/A
114.4	235°	TDZE	N/A
Chan 91		Apt Elev	919

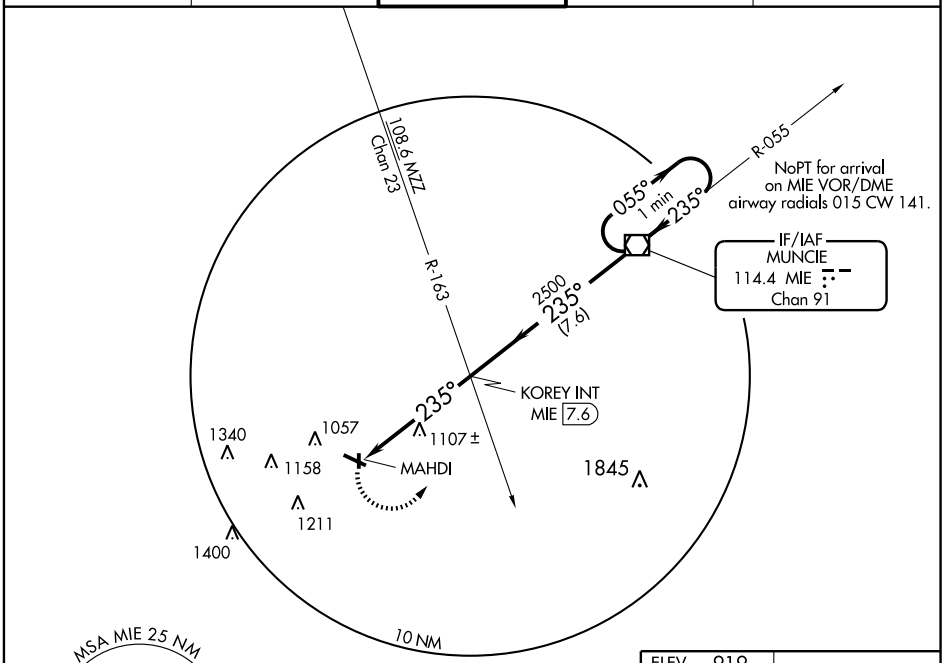
VOR-A

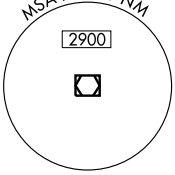
ANDERSON MUNI-DARLINGTON FIELD (AID)

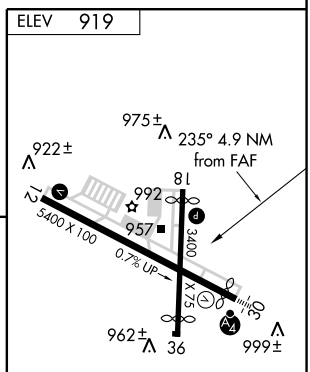
When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

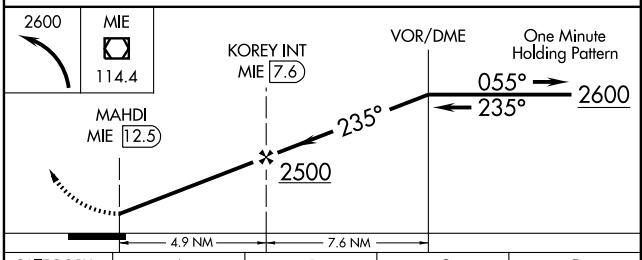
AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER ★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	1420-1 501 (600-1)		1420-1½ 501 (600-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB ANQ	APP CRS	Rwy Idg	4000
347	044°	TDZE	990
		Apt Elev	995

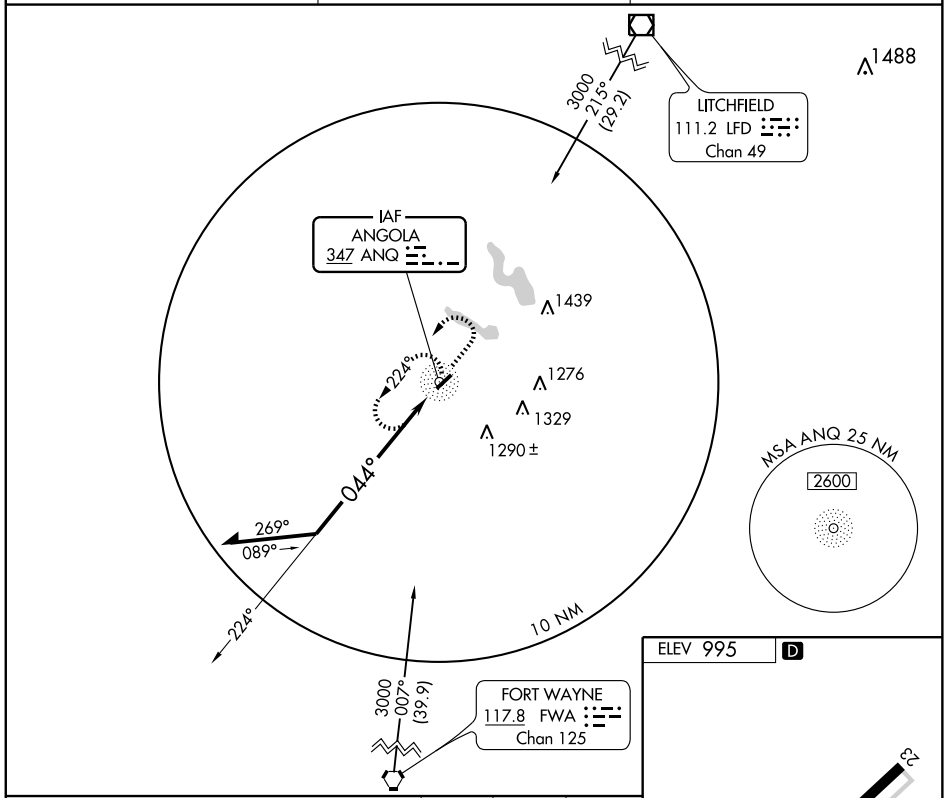
NDB RWY 5

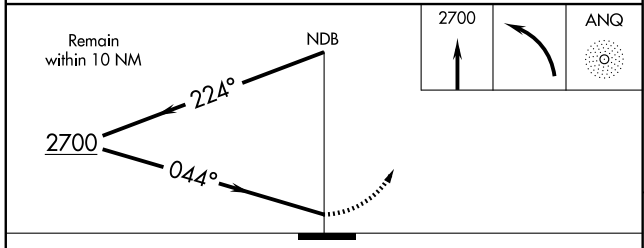
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

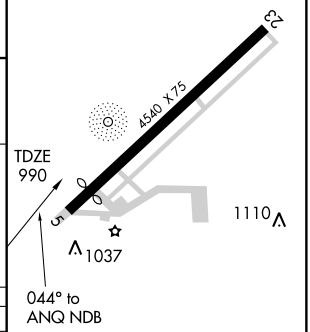
NA

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
052°	TDZE	991
	Apt Elev	995

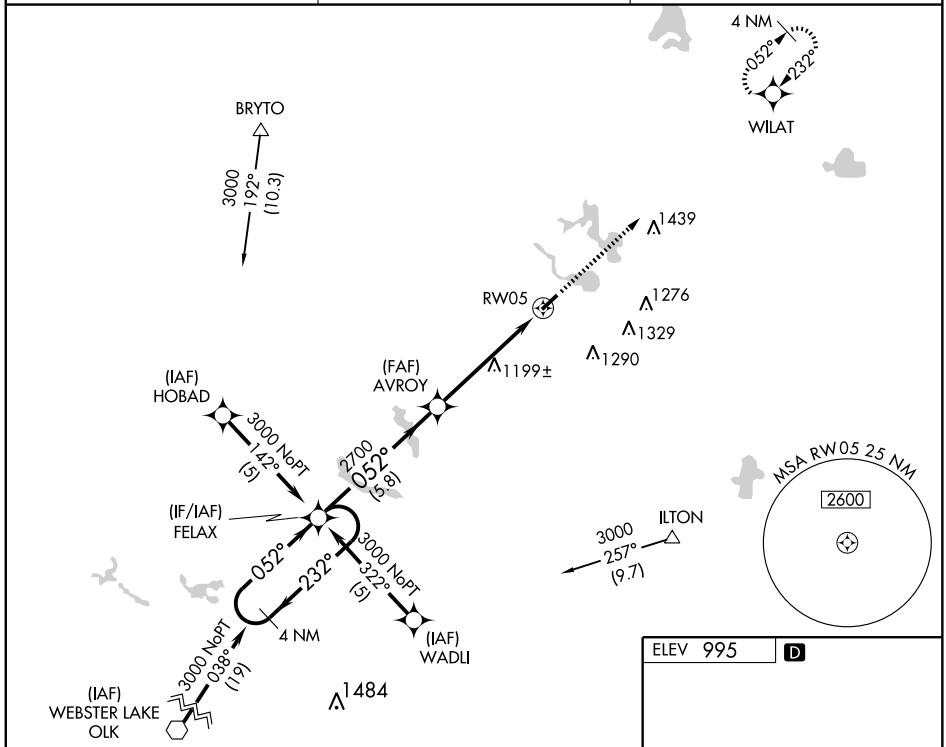
RNAV (GPS) RWY 5

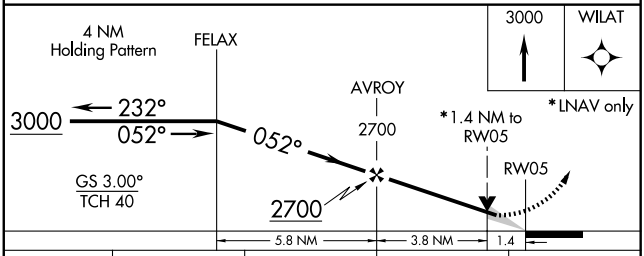
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

⚠ NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

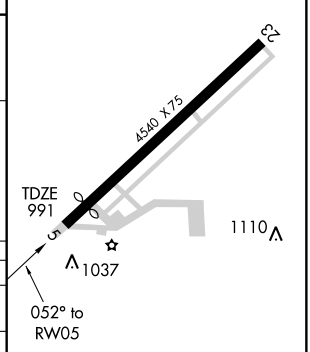
MISSED APPROACH: Climb to 3000 direct WILAT and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1400-1½ 409 (500-1½)			NA
LNAV MDA	1460-1 469 (500-1)			NA
CIRCLING	1520-1 525 (600-1)		1520-1½ 525 (600-1½)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
232°	TDZE	995
	Apt Elev	995

RNAV (GPS) RWY 23

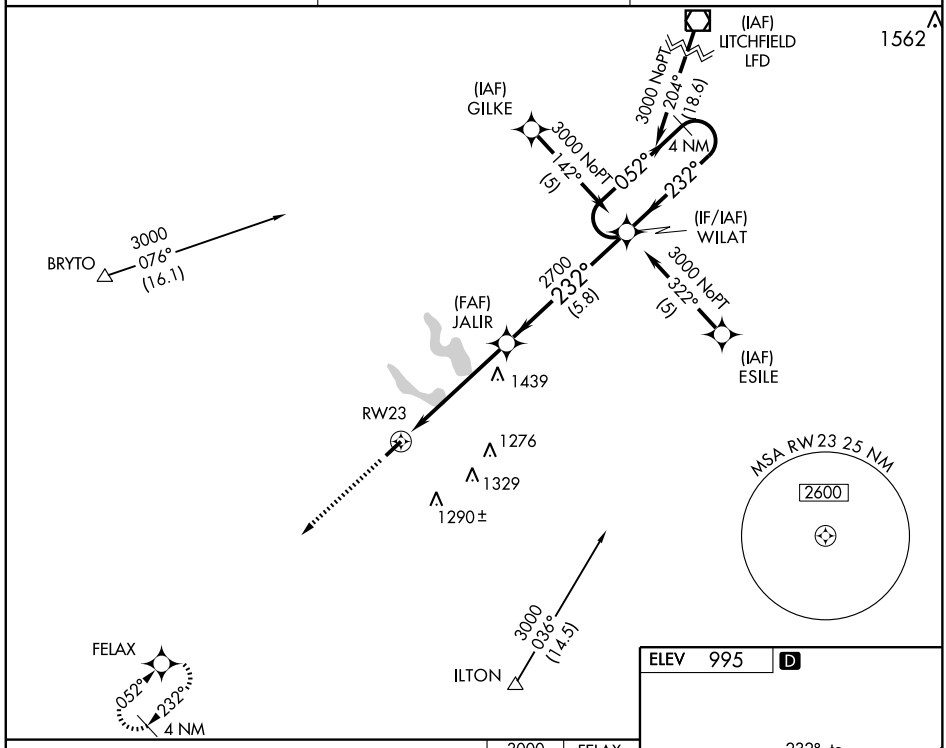
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

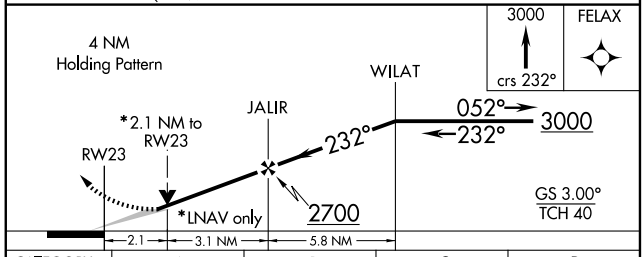
NA

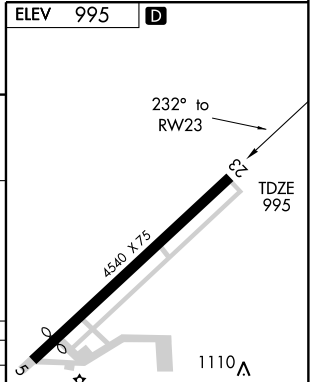
BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	123.075 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1460 - 1¾ 465 (500-1¾)			NA
LNAV MDA	1700 - 1 705 (800-1)		1700 - 2 705 (800-2)	NA
CIRCLING	1700 - 1¾ 705 (800-1¾)		1700 - 2 705 (800-2)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC DME I-GWB	APP CRS	Rwy Idg 5000
108.75	274°	TDZE 880
Chan 24 (Y)		Apt Elev 880

ILS or LOC RWY 27

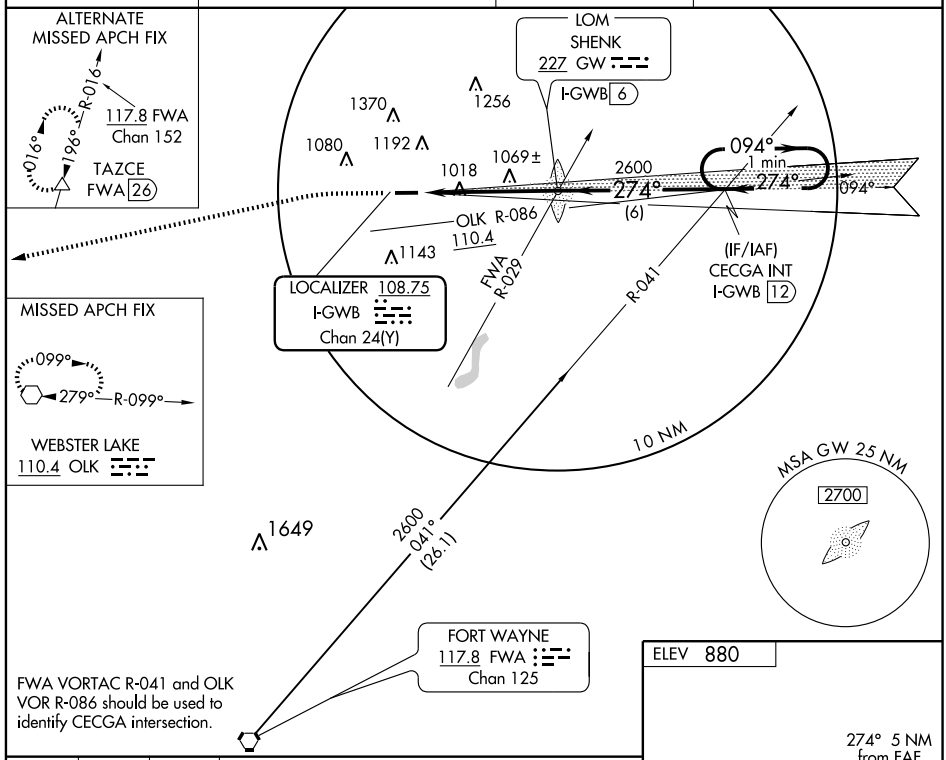
AUBURN / DE KALB COUNTY (GWB)

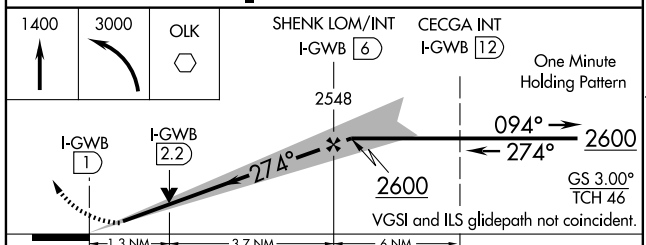
T NA — When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA/MDA 60 feet. VDP NA when using Fort Wayne Intl altimeter setting. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1 mile.

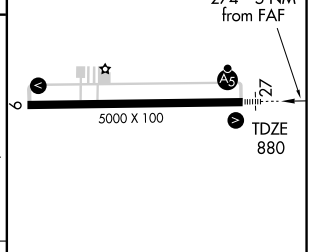
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1080-½ 200 (200-½)			
S-LOC 27	1320-½ 440 (500-½)		1320-¾ 440 (500-¾)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 40201	094°	TDZE	880
W09A		Apt Elev	880

RNAV (GPS) RWY 9

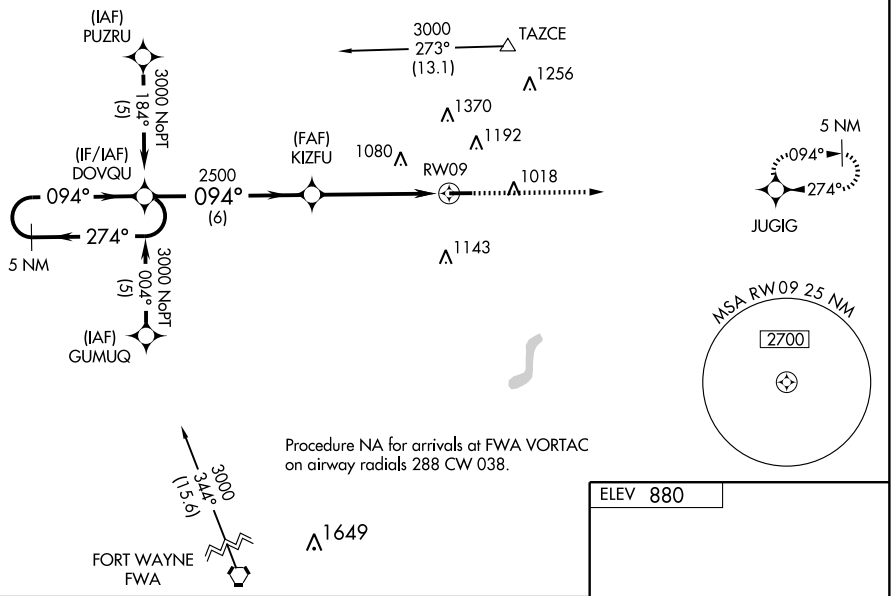
AUBURN / DE KALB COUNTY (GWB)

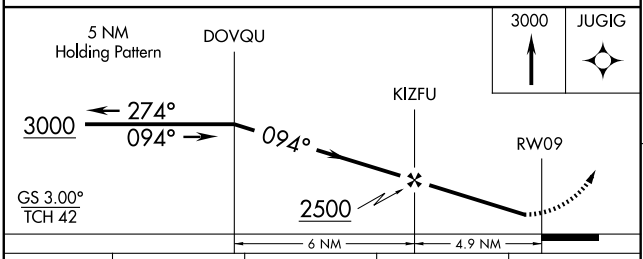
▼ ▲ NA

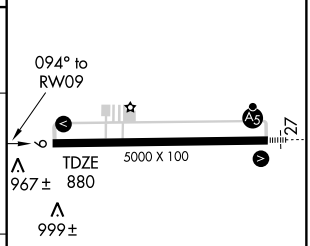
If local altimeter setting ot received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/ VNAV DA	1237-1¼ 357 (400-1¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86401	274°	TDZE	880
W27A		Apt Elev	880

RNAV (GPS) RWY 27

AUBURN / DE KALB COUNTY (GWB)

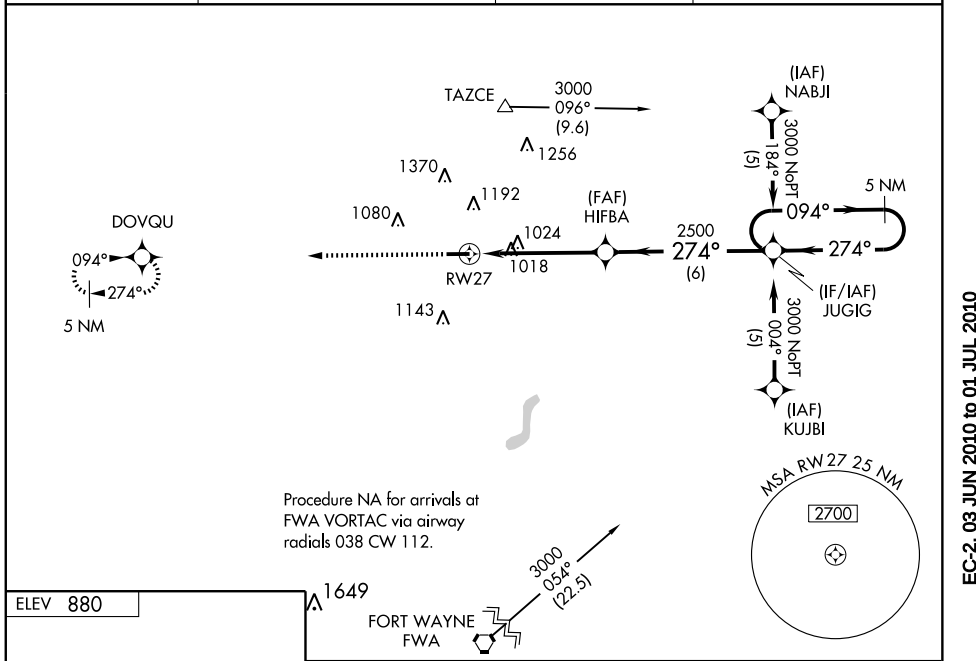
T
A NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibiltiy to 1¼. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

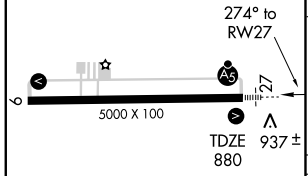
MALSR A5

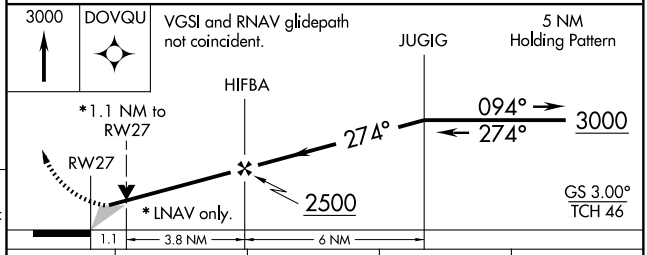
MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L



ELEV 880





CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	016°	TDZE	N/A
Chan 125		Apt Elev	881

VOR or GPS-A

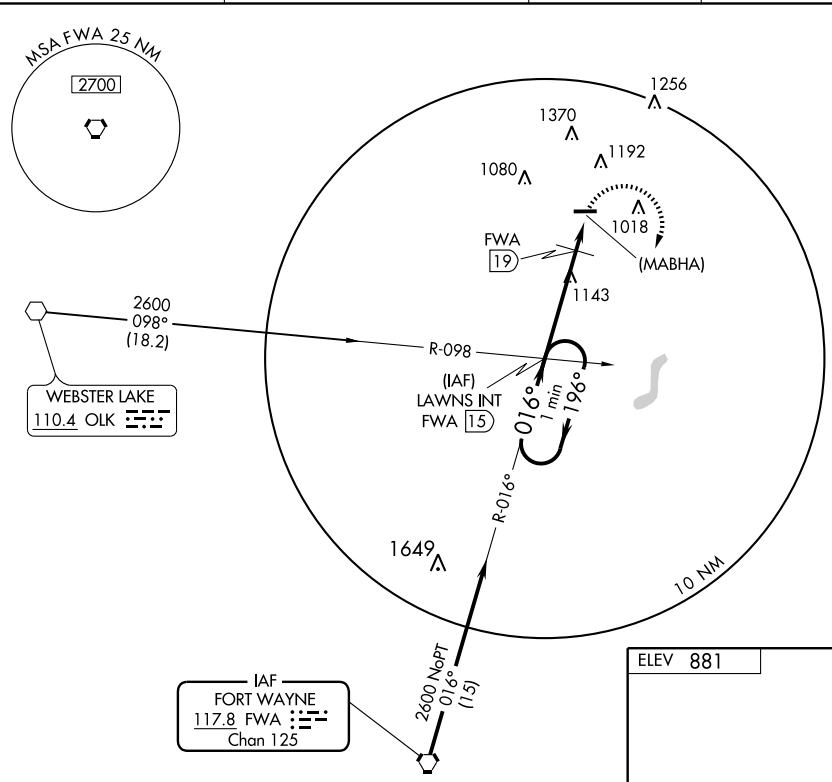
AUBURN / DE KALB COUNTY (GWB)

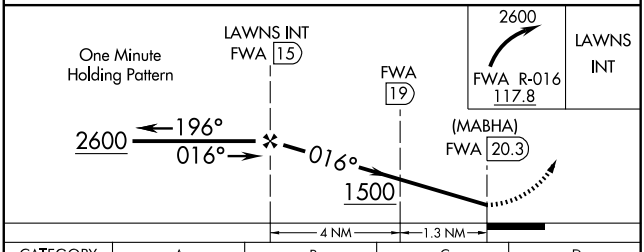
NA

Use Fort Wayne altimeter setting.

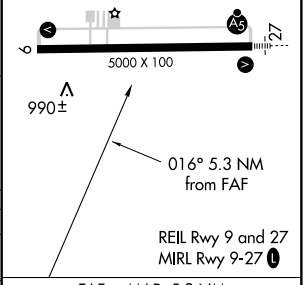
MISSED APPROACH: Climbing right turn to 2600 via FWA R-016 to LAWNS Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L





ELEV 881



REIL Rwy 9 and 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1500-1 619 (700-1)	1500-1¼ 619 (700-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 479 (500-1)	1360-1¼ 479 (500-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR OLK	APP CRS	Rwy Idg	5000
110.4	082°	TDZE	881
		Apt Elev	881

VOR RWY 9

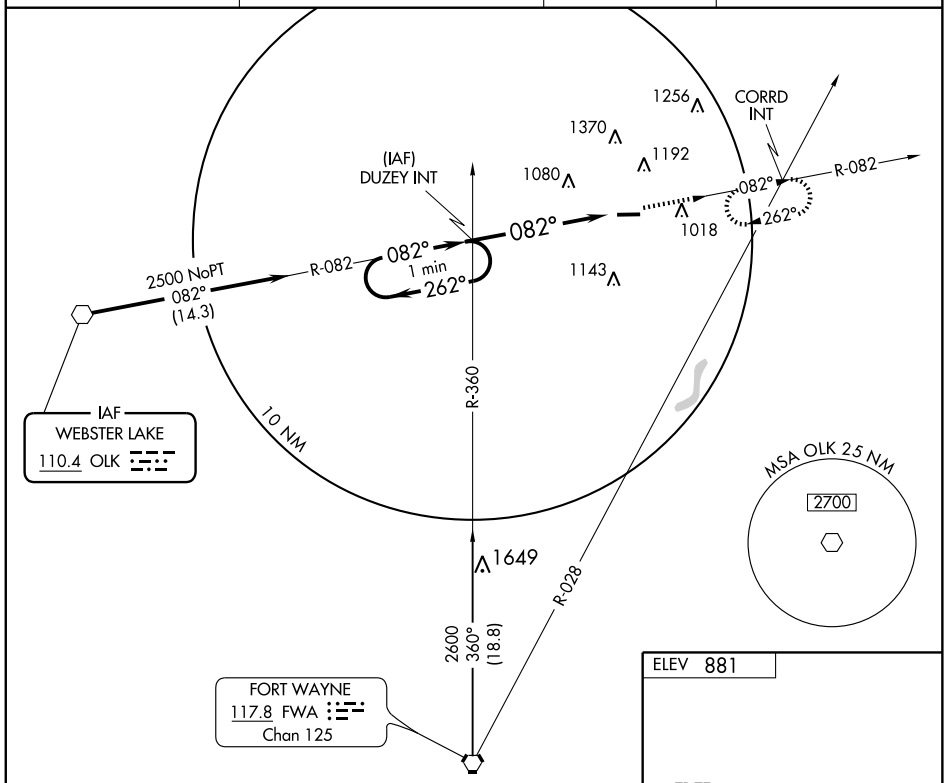
AUBURN / DE KALB COUNTY (GWB)

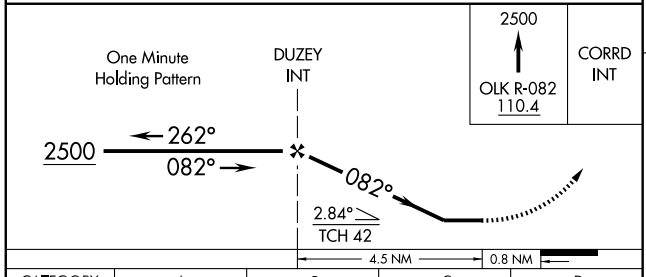
NA

Use Fort Wayne altimeter setting.

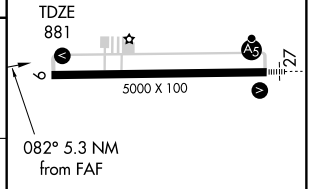
MISSED APPROACH: Climb to 2500 via OLK R-082 to CORRD Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L





2500	CORRD
OLK R-082 110.4	INT



REIL Rwys 9 and 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1360-1 479 (500-1)		1360-1¼ 479 (500-1¼)	1360-1½ 479 (500-1½)
CIRCLING	1360-1 479 (500-1)		1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS		
131°	Rwy Idg	4501
	TDZE	721
	Apt Elev	728

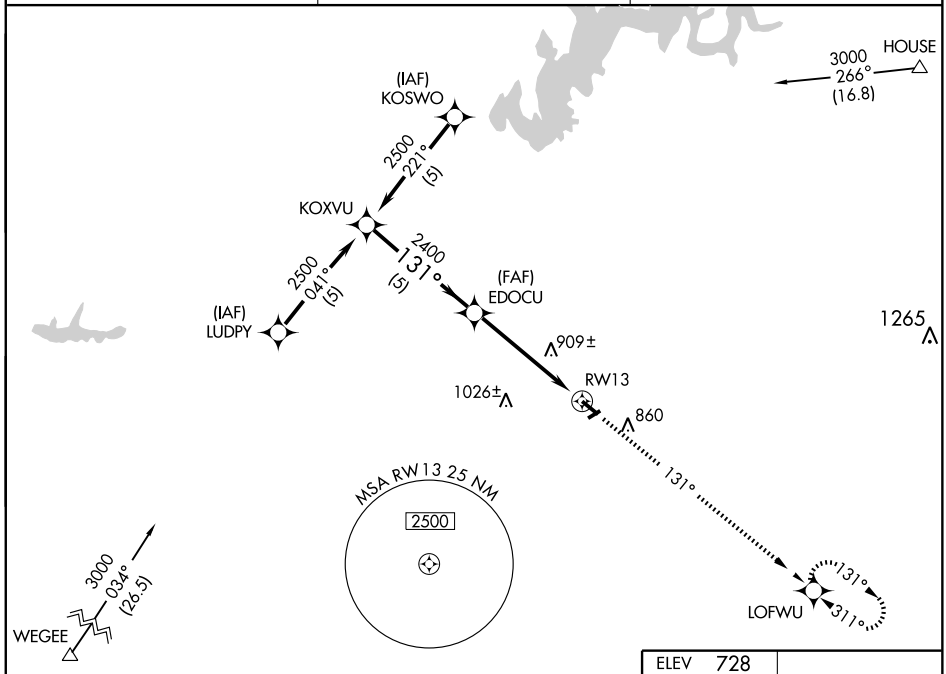
GPS RWY 13

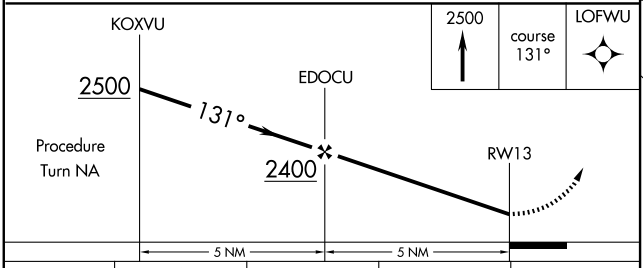
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

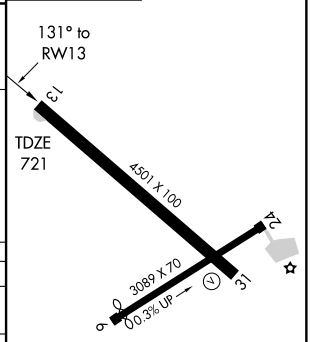
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

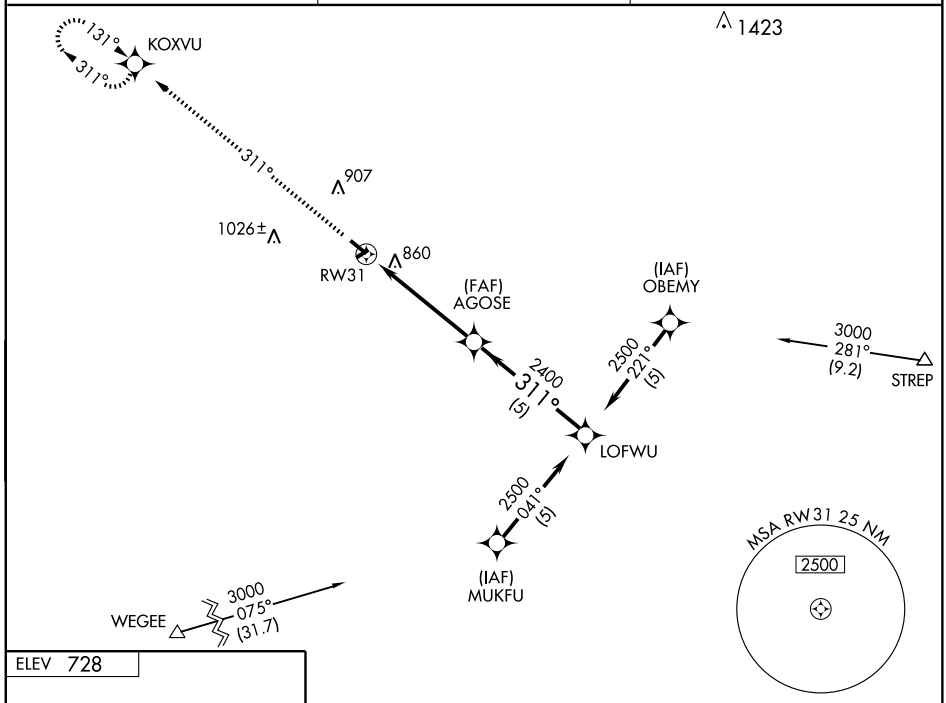
GPS RWY 31

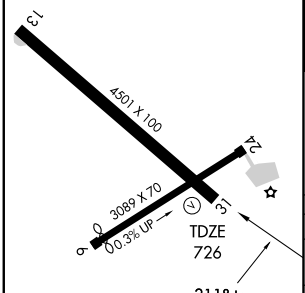
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

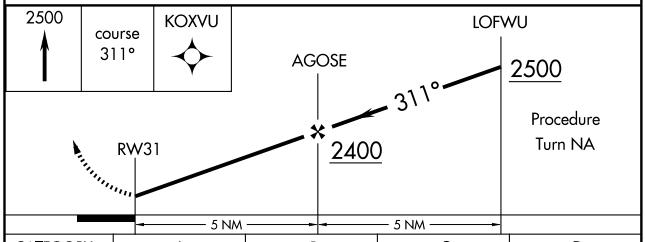
MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 674 (700-2¼)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	159°	TDZE 721
Chan 39		Apt Elev 728

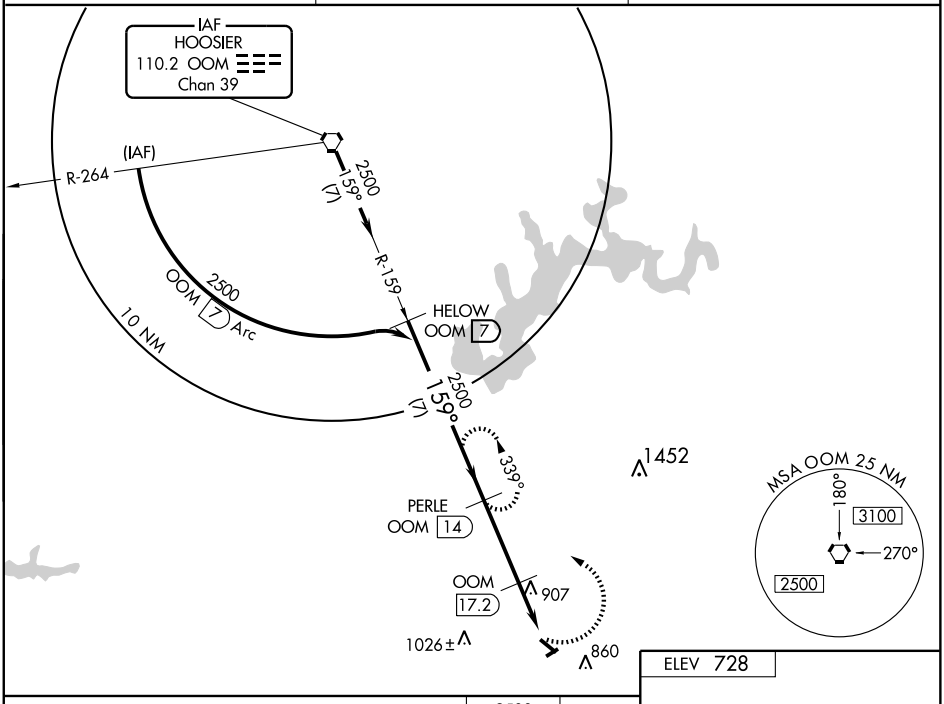
VOR/DME RWY 13

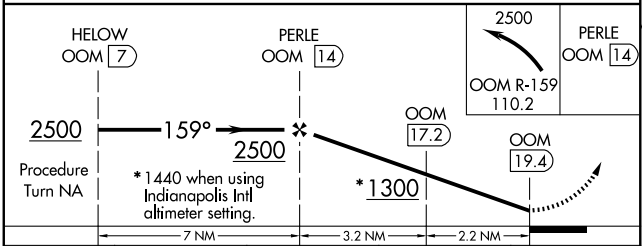
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

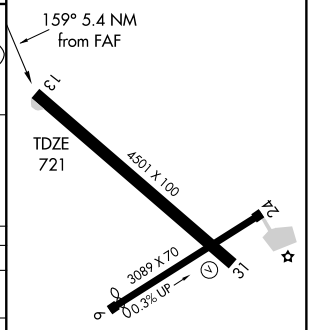
MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2 ¼ 672 (700-2 ¼)



EC-2. 03 JUN 2010 to 01 JUL 2010

BEDFORD, INDIANA

AL-5546 (FAA)

VORTAC OOM	APP CRS	Rwy Idg 4501
110.2	338°	TDZE 726
Chan 39		Apt Elev 728

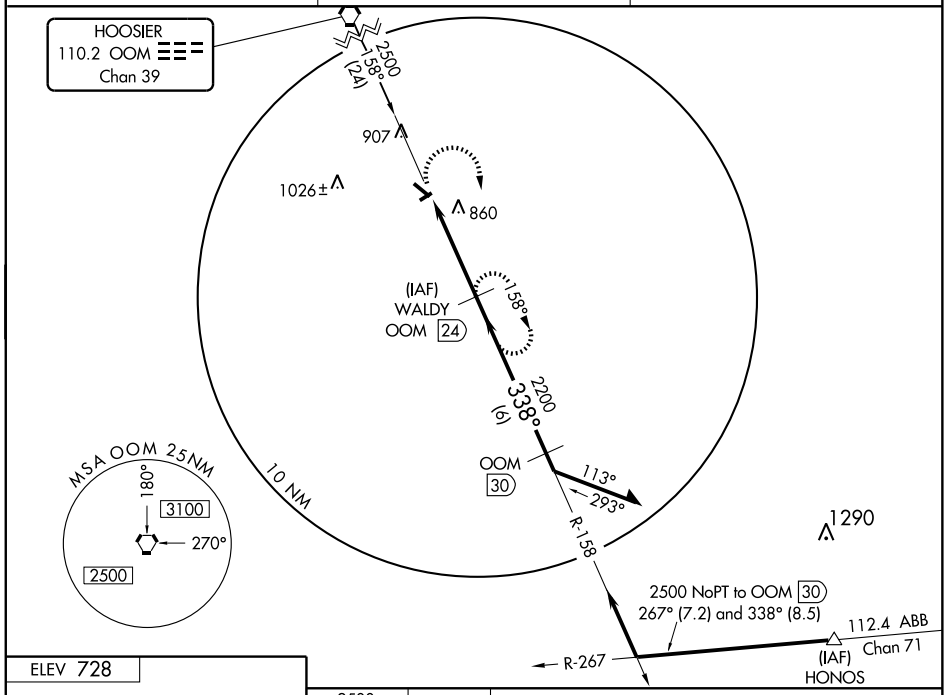
VOR/DME RWY 31

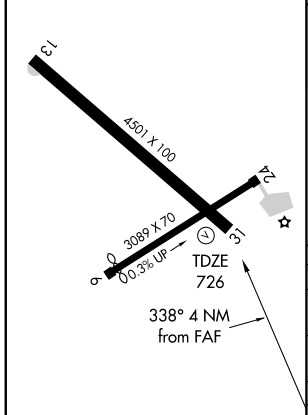
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

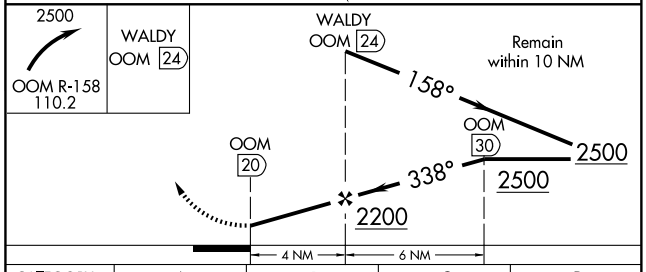
NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

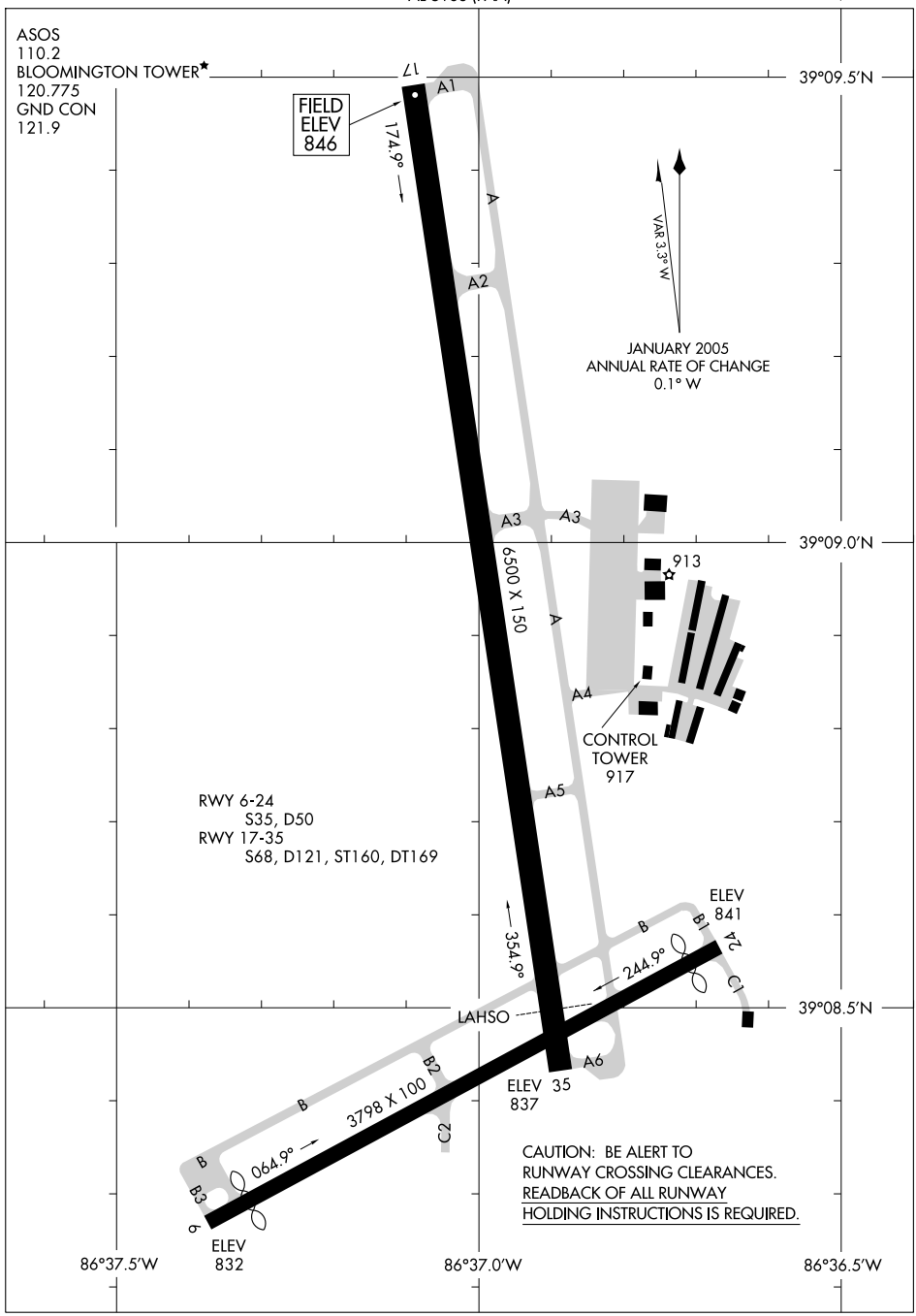
EC-2, 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

AL-5168 (FAA)

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-BMG	APP CRS	Rwy Idg	6500
108.3	354°	TDZE	844
		Apt Elev	846

ILS or LOC/DME RWY 35

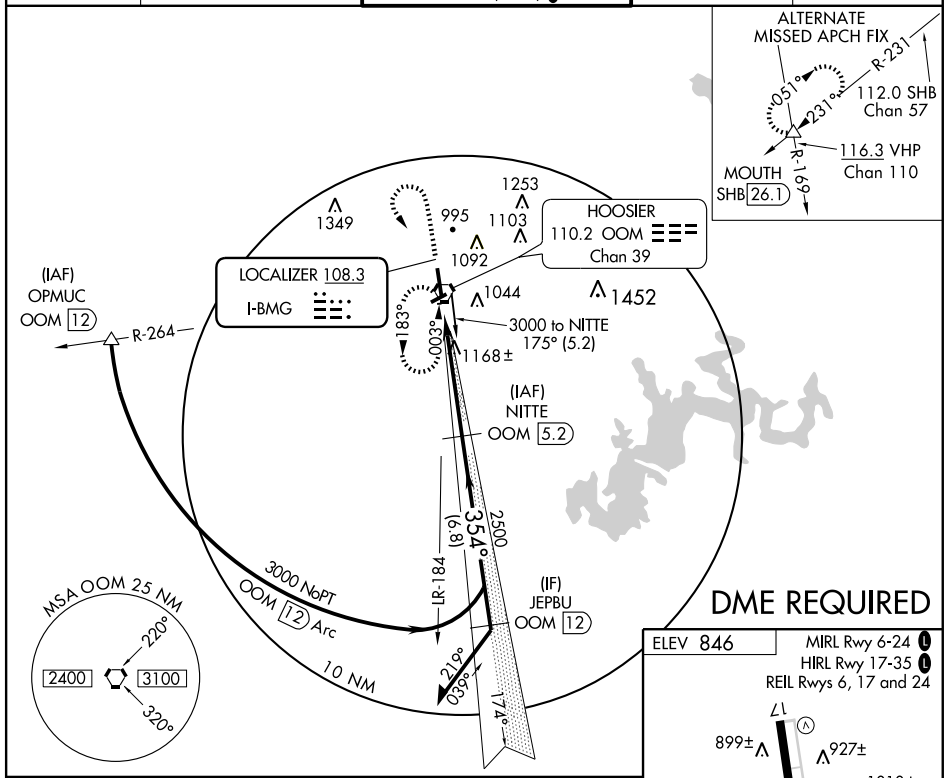
BLOOMINGTON / MONROE COUNTY (BMG)

When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and circling Cat C visibility ½ mile and circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

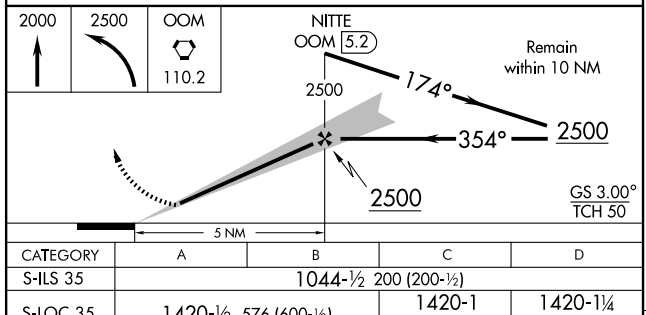
MALSR

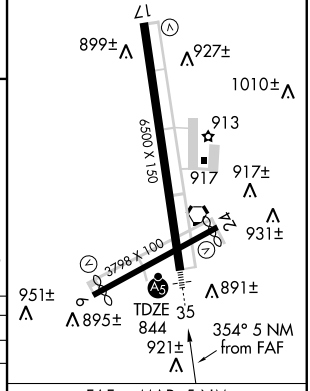
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 35	1044-½ 200 (200-½)			
S-LOC 35	1420-½ 576 (600-½)		1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 6

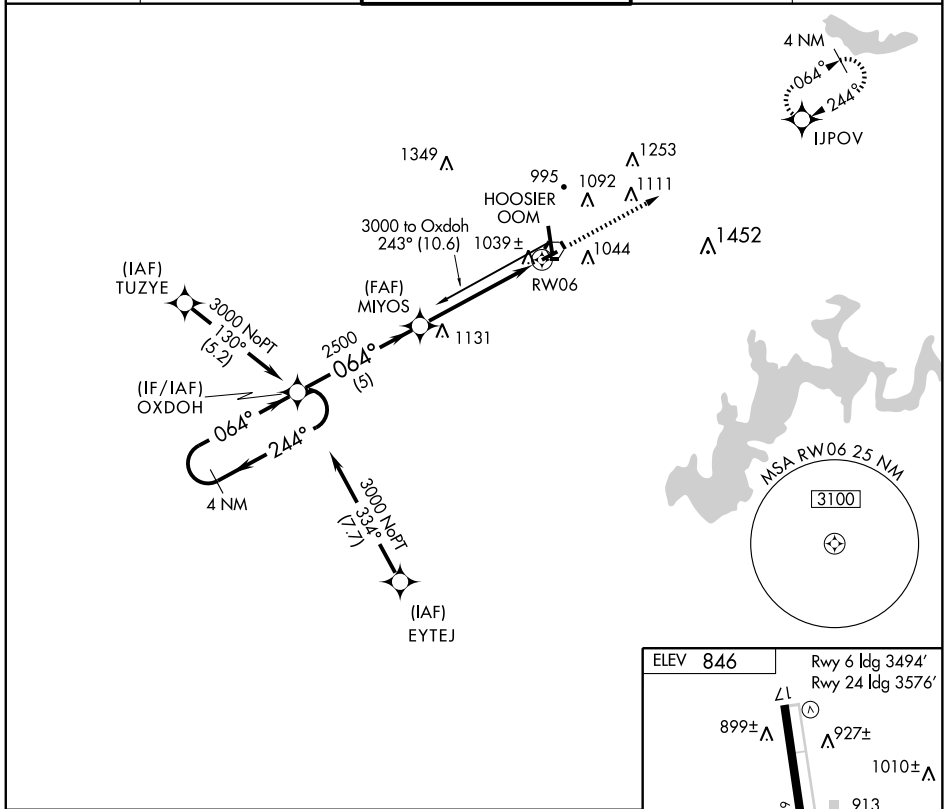
BLOOMINGTON / MONROE COUNTY (BMG)

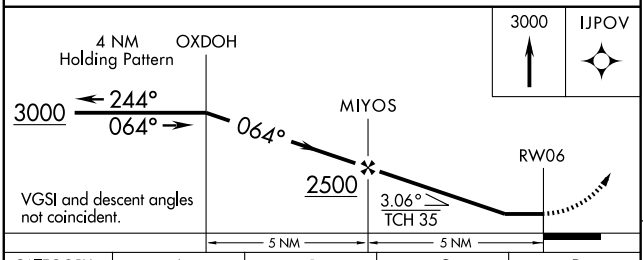
APP CRS	Rwy ldg	3494
064°	TDZE	841
	Apt Elev	846

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

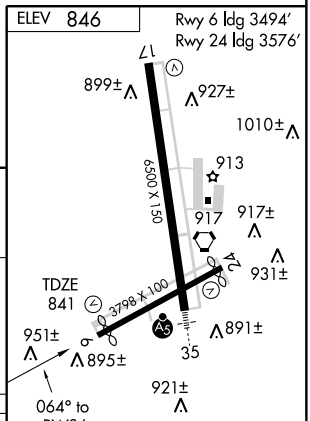
MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1300-1 459 (500-1)		1300-1¼ 459 (500-1¼)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)



MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 56412 W17A	APP CRS 174°	Rwy Idg 6500 TDZE 845 Apt Elev 845

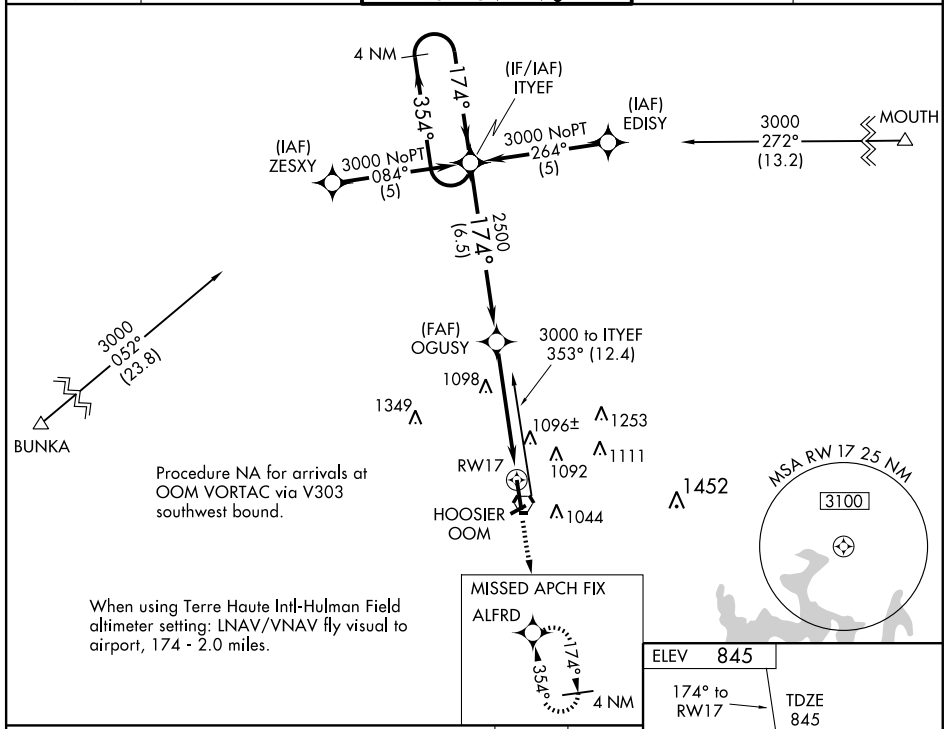
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

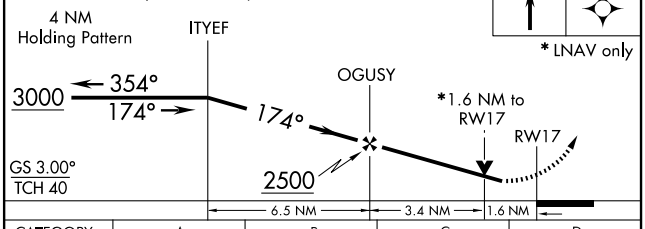
ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



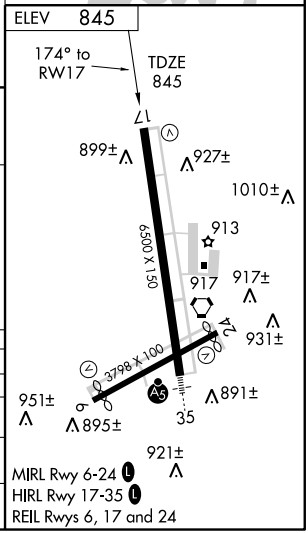
When using Terre Haute Intl-Hulman Field altimeter setting: LNAV/VNAV fly visual to airport, 174 - 2.0 miles.

3000 ALFRD

* LNAV only



CATEGORY	A	B	C	D
LPV DA		1229-1¼	384 (400-1¼)	
LNAV/VNAV DA		1404-2	559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)



EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3576
244°	TDZE	841
	Apt Elev	846

RNAV (GPS) RWY 24

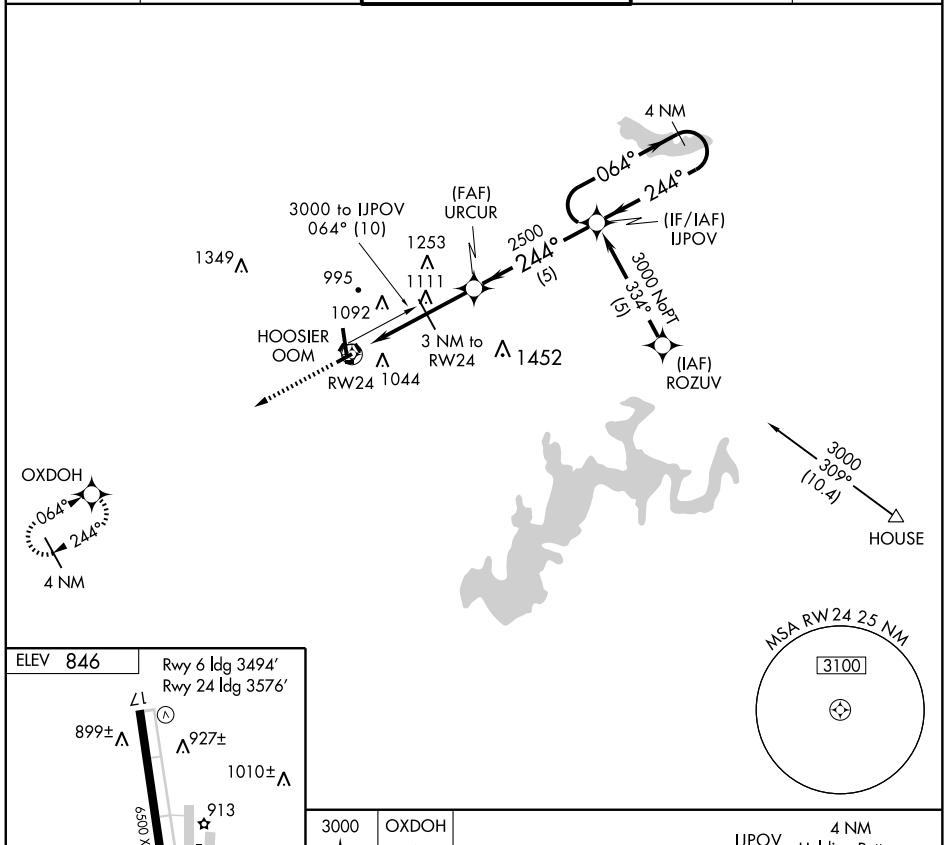
BLOOMINGTON / MONROE COUNTY (BMG)

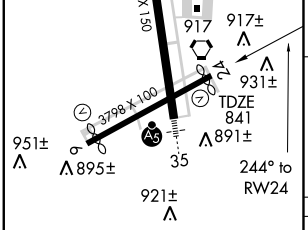
DME/DME RNP-0.3 NA.

NA

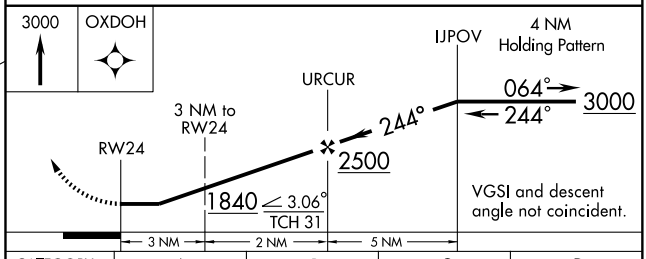
MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95





MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
LNAV MDA	1320-1 479 (500-1)		1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72812	354°	TDZE	844
W35A		Apt Elev	845

RNAV (GPS) RWY 35

BLOOMINGTON / MONROE COUNTY (BMG)

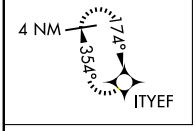
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

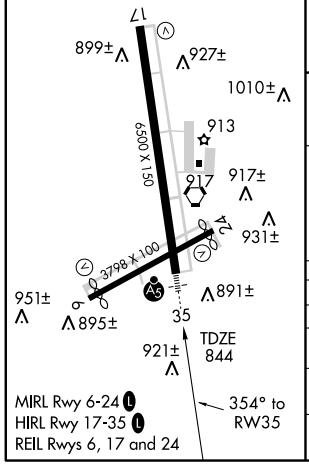
MALSR

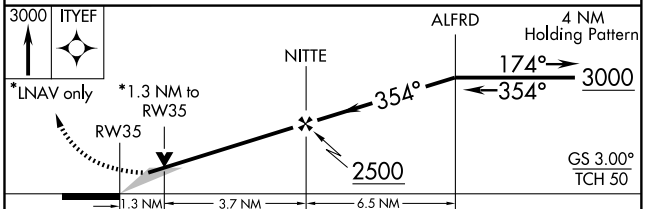
MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95

MISSED APCH FIX







CATEGORY	A	B	C	D
LPV DA	1044-½	200 (200-½)		
LNAV/VNAV DA	1344-1¼	500 (500-1¼)		
LNAV MDA	1300-½ 456 (500-½)		1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC OOM 110.2 Chan 39	APP CRS 058°	Rwy Idg 3494 TDZE 840 Apt Elev 846

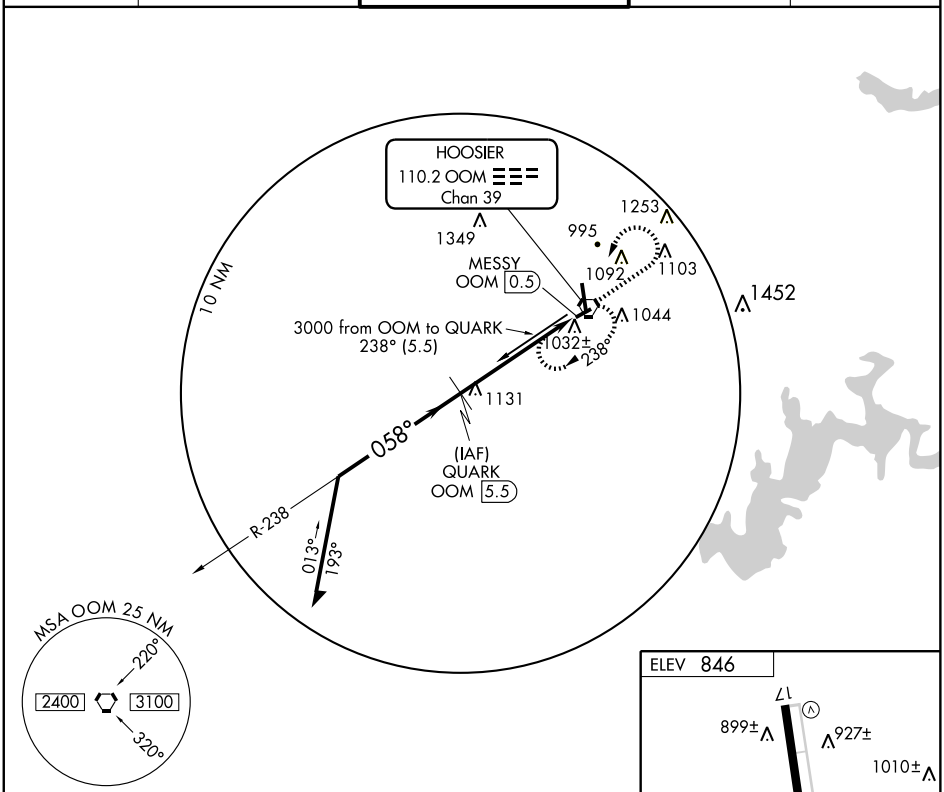
VOR/DME RWY 6

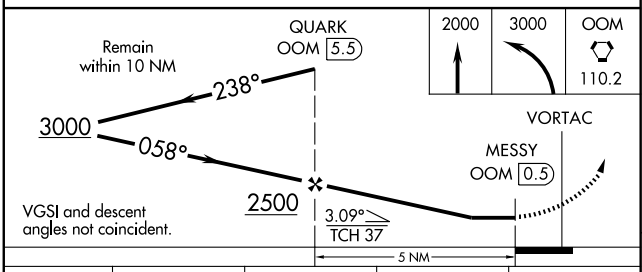
BLOOMINGTON / MONROE COUNTY (BMG)

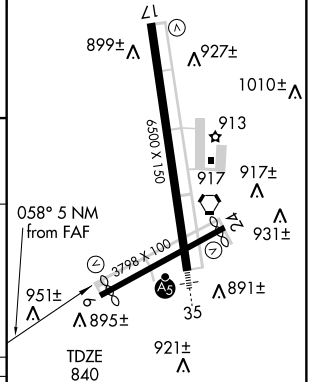
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-6	1300-1 460 (500-1)		1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC OOM 110.2 Chan 39	APP CRS 246°	Rwy Idg 3576 TDZE 841 Apt Elev 846

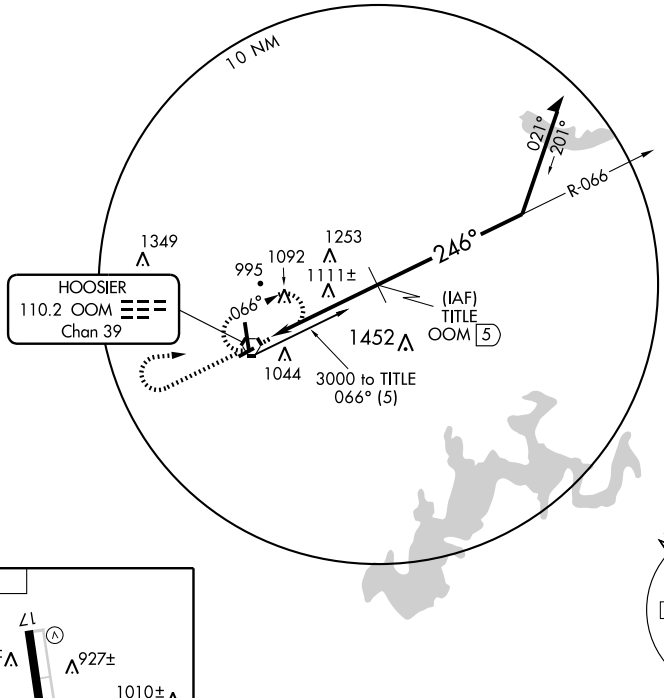
VOR/DME RWY 24

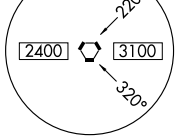
BLOOMINGTON / MONROE COUNTY (BMG)

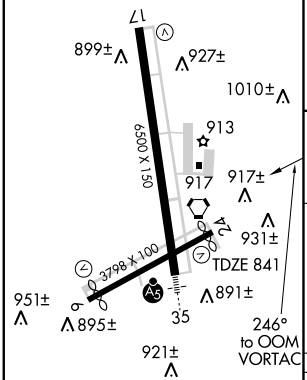
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

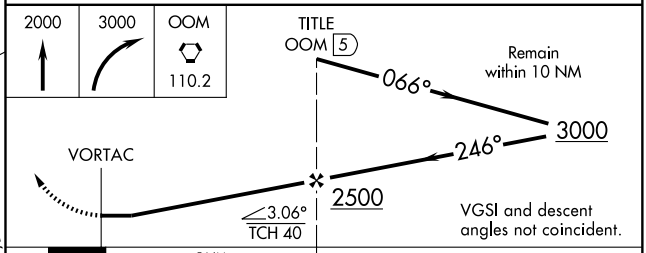
ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) L	GND CON 121.9	UNICOM 122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1	574 (600-1)	1420-1½ 574 (600-1½)	1420-2 574 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC OOM	APP CRS	Rwy Idg	6500
110.2	003°	TDZE	845
Chan 39		Apt Elev	846

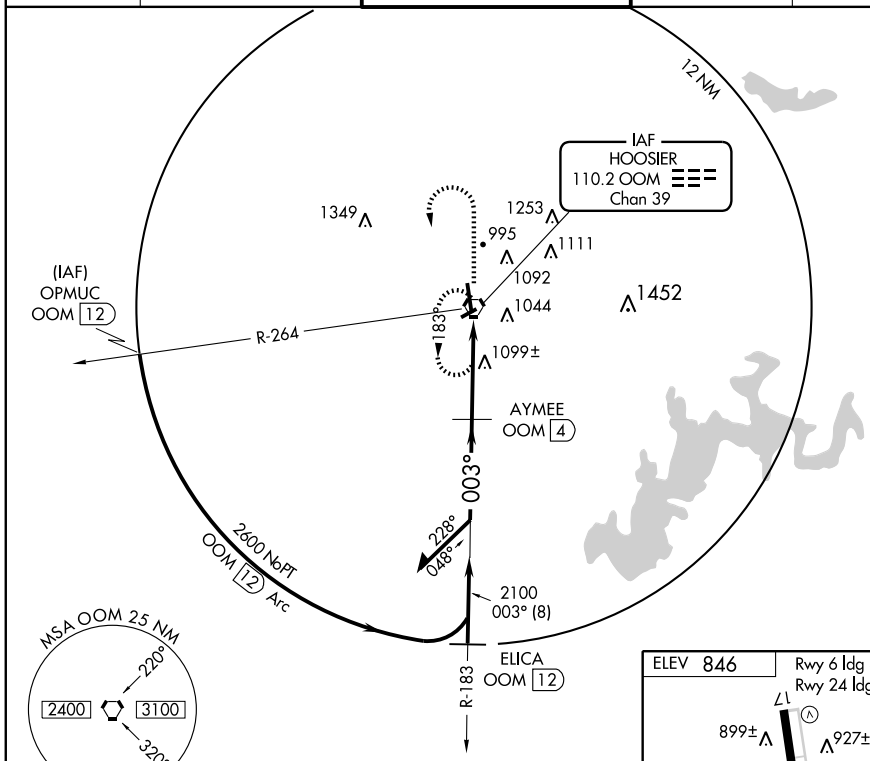
VOR/DME RWY 35

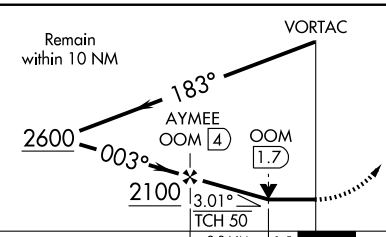
BLOOMINGTON / MONROE COUNTY (BMG)

MALSR

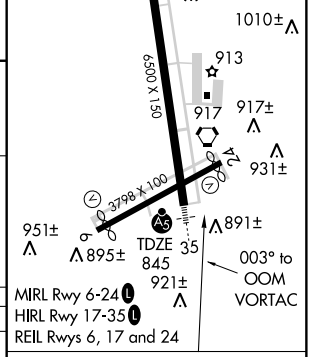
MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95





1800	2600	OOM
		110.2



CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

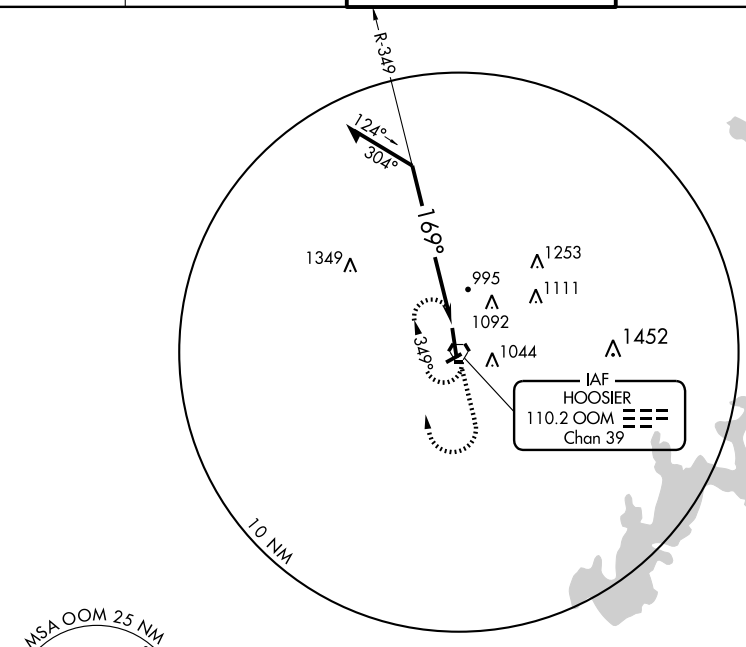
VORTAC OOM	APP CRS	Rwy Idg	6500
110.2	169°	TDZE	846
Chan 39		Apt Elev	846

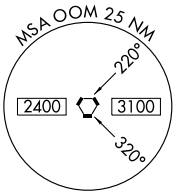
VOR RWY 17

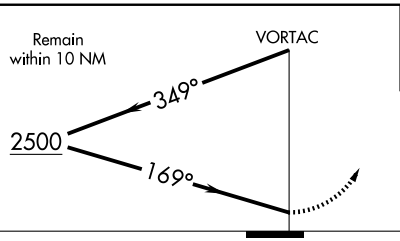
BLOOMINGTON / MONROE COUNTY (BMG)

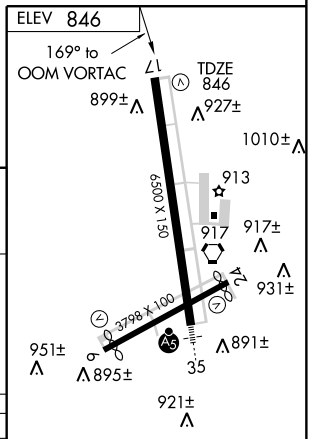
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95









MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2499
272°	TDZE	645
	Apt Elev	645

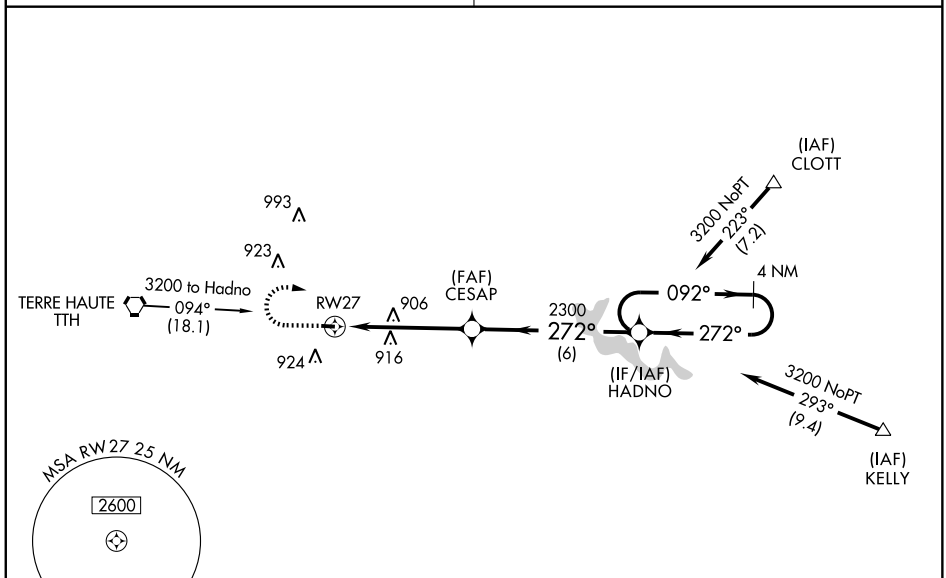
RNAV (GPS) RWY 27

BRAZIL CLAY COUNTY (ØI2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.

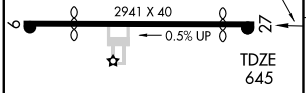
MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

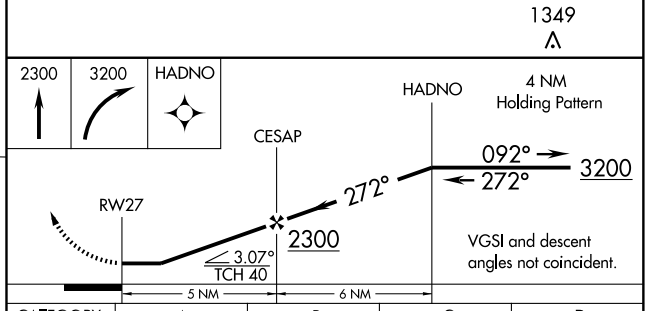
HULMAN APP CON ★	UNICOM
125.45 339.8	**122.8** (CTAF)



ELEV 645

Rwy 9 Idg 2321′
Rwy 27 Idg 2499′





CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

LIRL Rwy 9-27

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC TTH	APP CRS	Rwy Idg	2321
115.3	094°	TDZE	645
Chan 100		Apt Elev	645

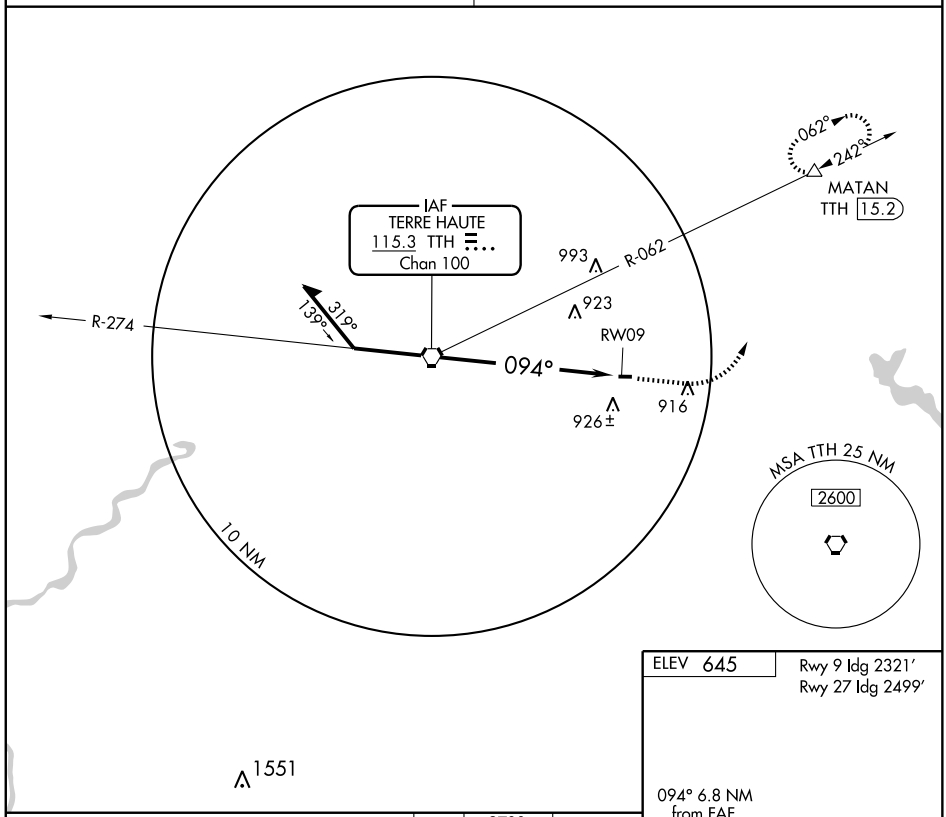
VOR or GPS RWY 9

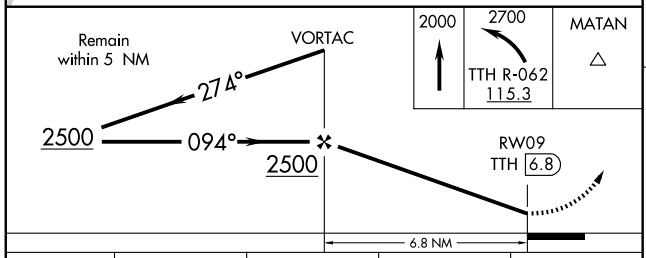
BRAZIL CLAY COUNTY (ØI2)

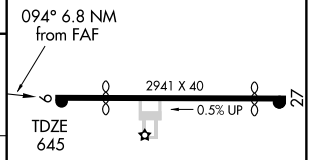
Use Terre Haute altimeter setting.
Procedure not authorized at night.
NA DME Required.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)







ELEV 645

Rwy 9 ldg 2321′
Rwy 27 ldg 2499′

LIRL Rwy 9-27

CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)	NA		
CIRCLING	1360-1 715 (800-1)	NA		

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2, 03 JUN 2010 to 01 JUL 2010

09295

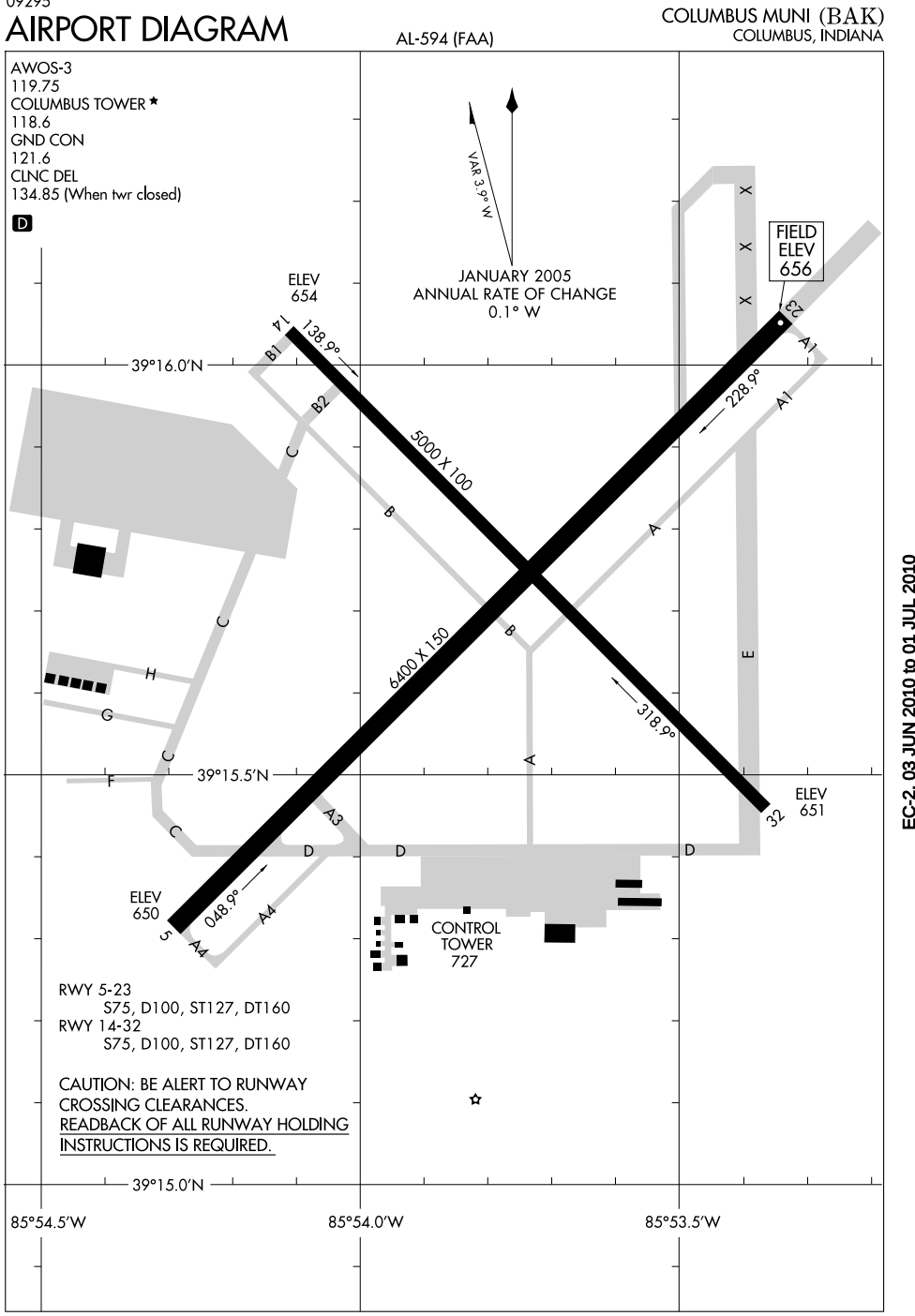
AIRPORT DIAGRAM

AL-594 (FAA)

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AWOS-3
119.75
COLUMBUS TOWER ★
118.6
GND CON
121.6
CLNC DEL
134.85 (When twr closed)

D



RWY 5-23
S75, D100, ST127, DT160
RWY 14-32
S75, D100, ST127, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-BAK	APP CRS	Rwy Idg	6400
110.7	228°	TDZE	656
		Apt Elev	656

ILS RWY 23
COLUMBUS MUNI (BAK)

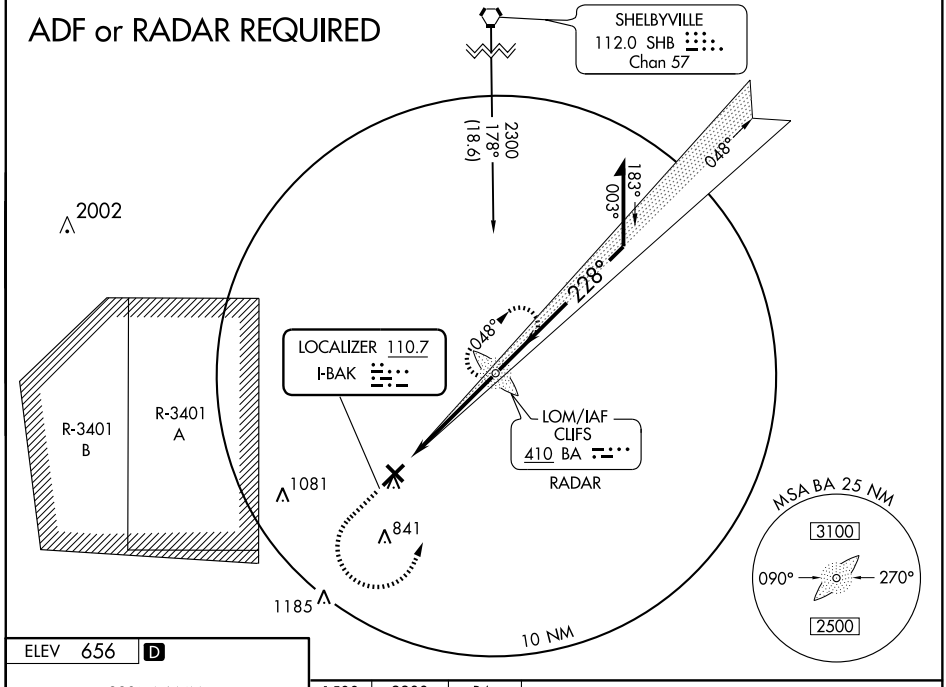
⚠ When local altimeter not received, use Indianapolis Intl altimeter setting.

MALSR

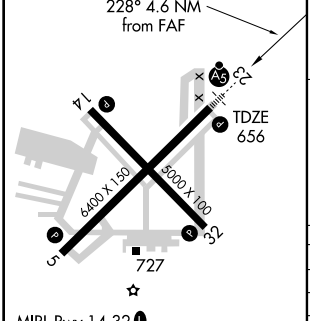
MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95

ADF or RADAR REQUIRED

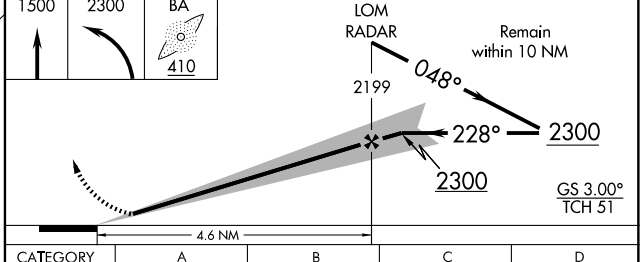


ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

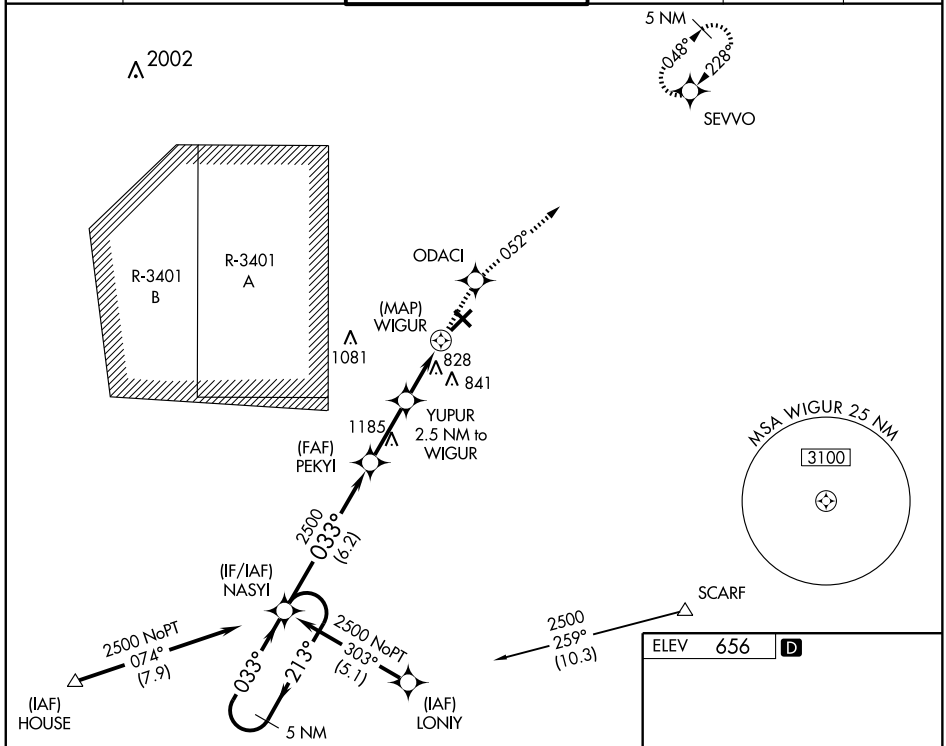
APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

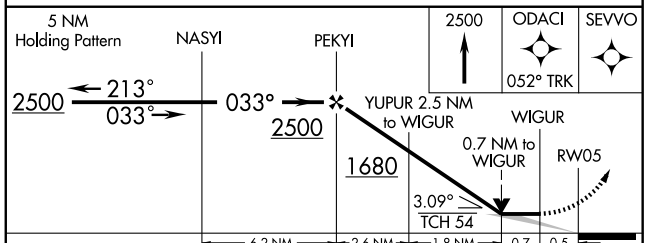
RNAV (GPS) RWY 5
COLUMBUS MUNI (BAK)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

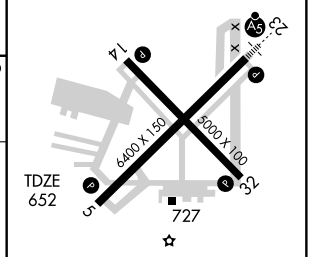
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1080-1 428 (500-1)		1080-1¼ 428 (500-1¼)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

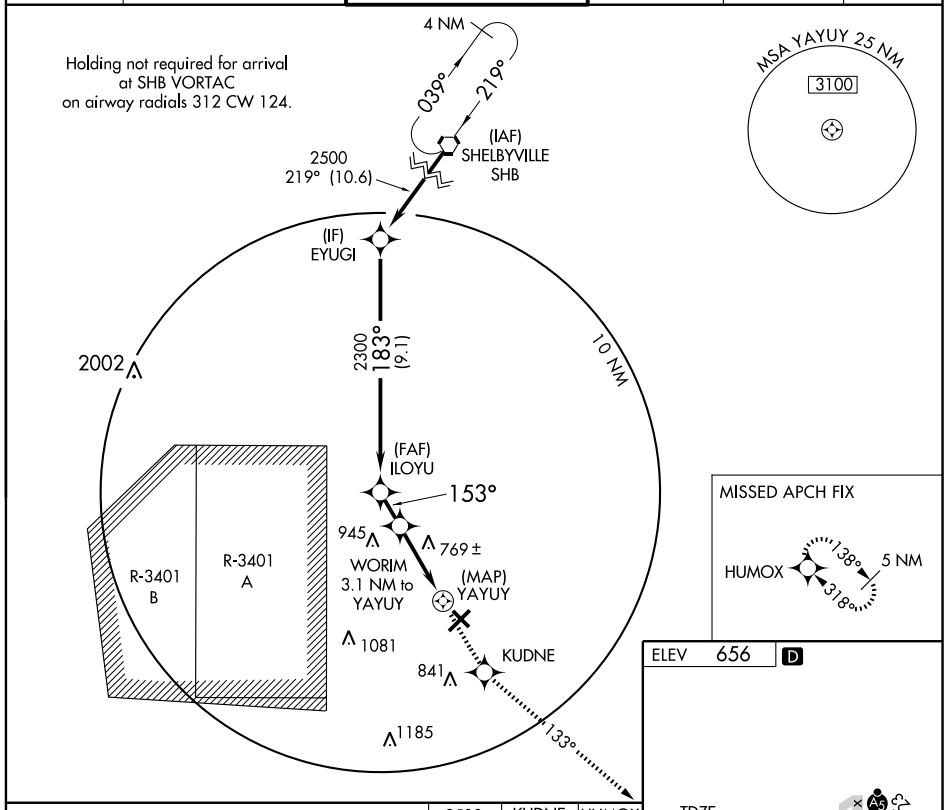
APP CRS	Rwy Idg	5000
153°	TDZE	654
	Apt Elev	656

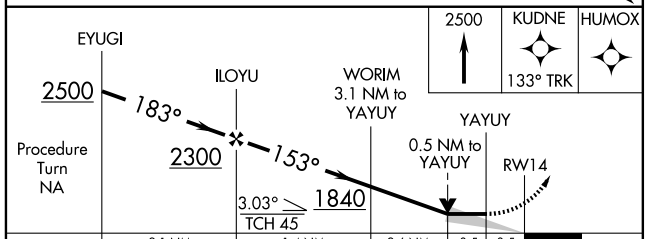
RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility ½mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.

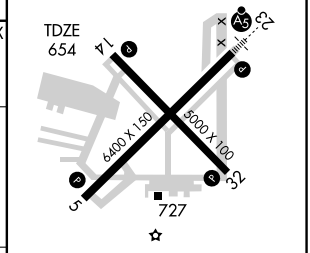
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF)	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

WAAS CH 90399 W23A	APP CRS 228°	Rwy Idg 6400 TDZE 656 Apt Elev 656

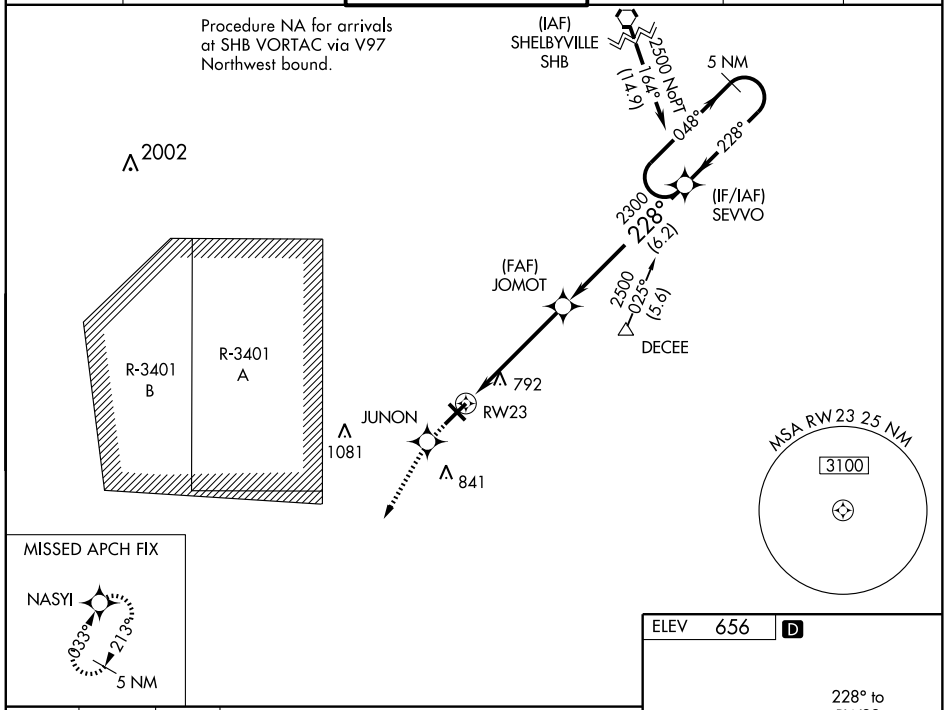
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

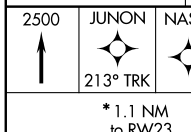
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

MALSR

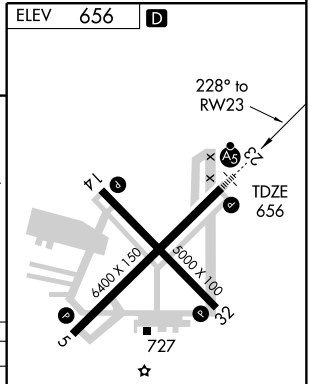
MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2. 03 JUN 2010 to 01 JUL 2010

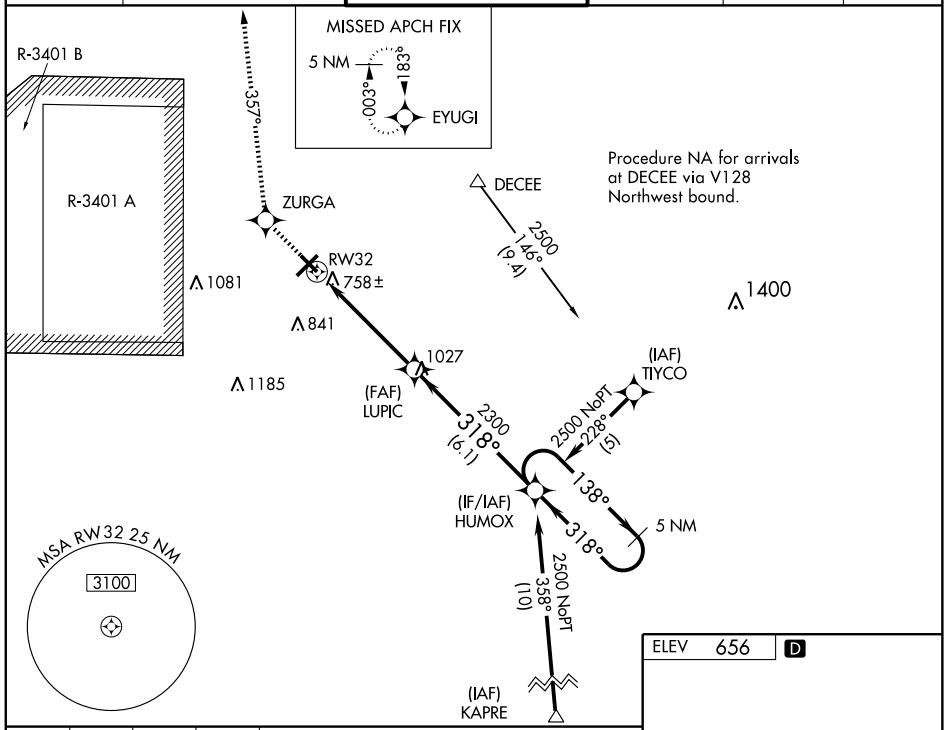
WAAS	APP CRS	Rwy Idg	5000
CH 50399	318°	TDZE	653
W32A		Apt Elev	656

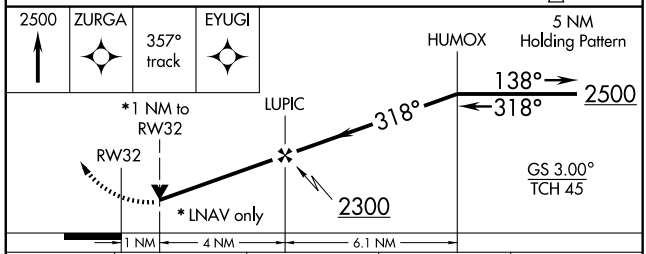
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

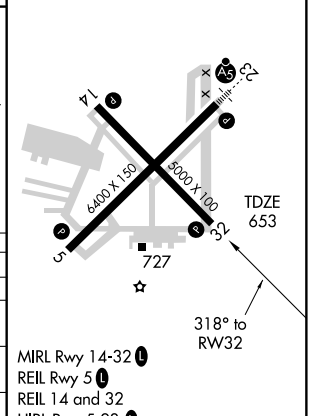
MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
LNAV/VNAV DA	1057-1½ 404 (500-1½)			
LNAV MDA	1020-1 367 (400-1)			1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

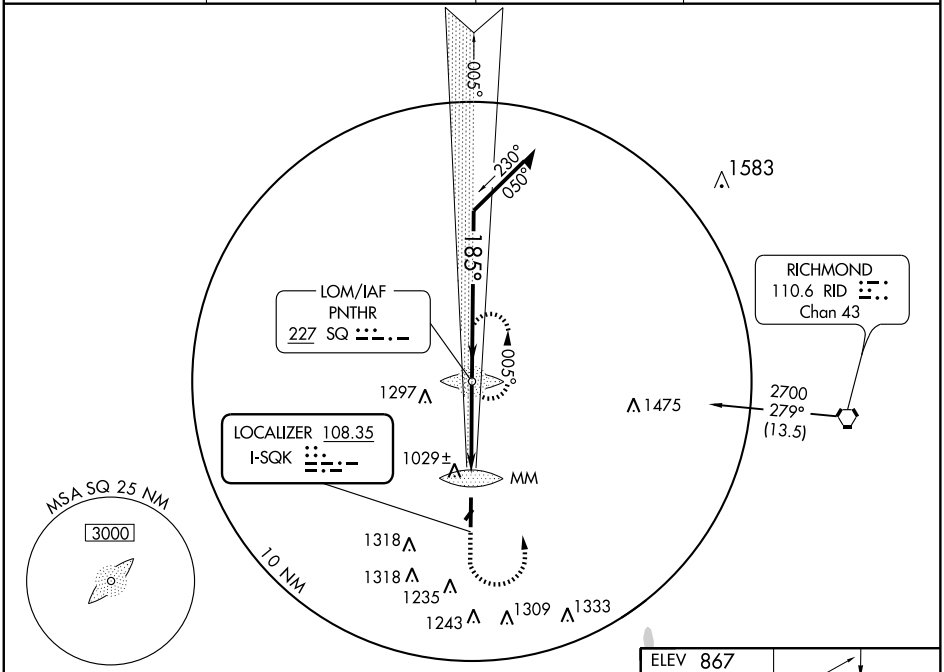
LOC I-SQK	APP CRS	Rwy Idg	6500
108.35	185°	TDZE	867
		Apt Elev	867

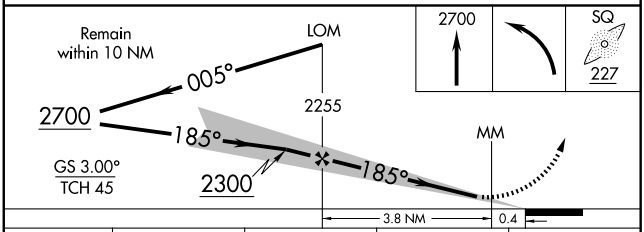
ILS RWY 18

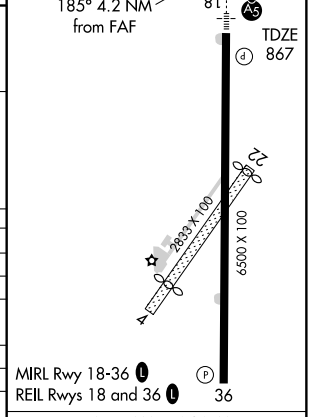
CONNERSVILLE / METTEL FIELD (CEV)

NA	Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.	MALSR	MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18		1067-½	200 (200-½)	
S-LOC 18	1280-½	413 (500-½)	1280-¾	413 (500-¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18		1188-½	321 (400-½)	
S-LOC 18	1400-½	533 (600-½)	1400-1 533 (600-1)	1400-1¼ 533 (600-1¼)
CIRCLING	1540-1	673 (700-1)	1560-2 693 (700-2)	1800-3 933 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2. 03 JUN 2010 to 01 JUL 2010

CONNERSVILLE, INDIANA AL-5371 (FAA)

WAAS CH 93699 W18A	APP CRS 185°	Rwy Idg 6500 / TDZE 867 / Apt Elev 867

RNAV (GPS) RWY 18

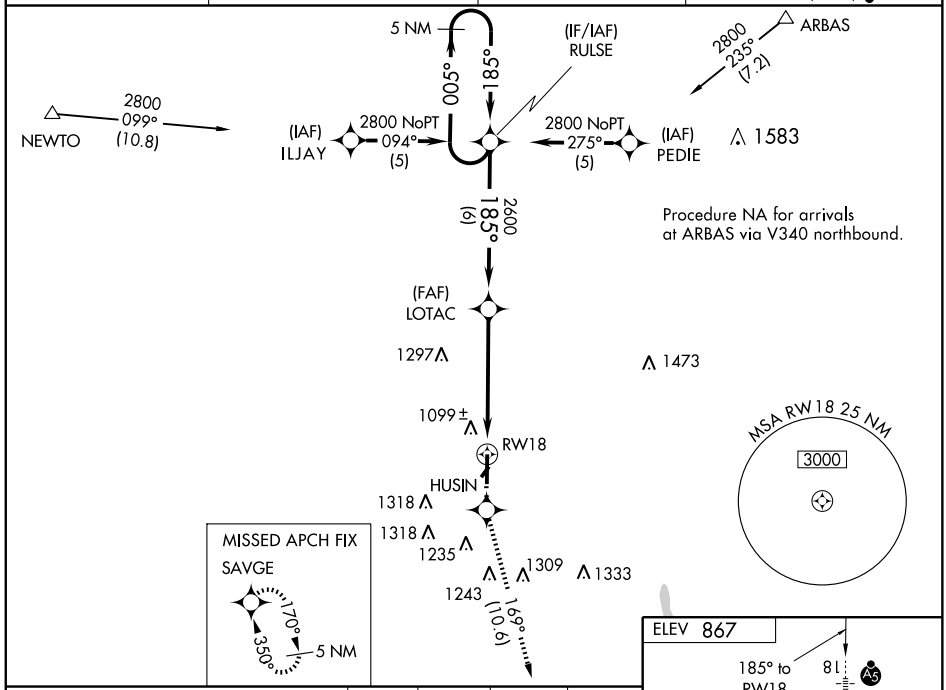
CONNERSVILLE / METTEL FIELD (CEV)

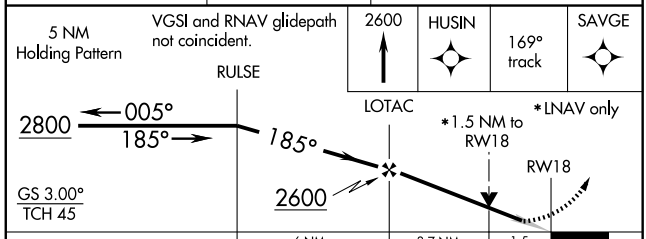
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile.

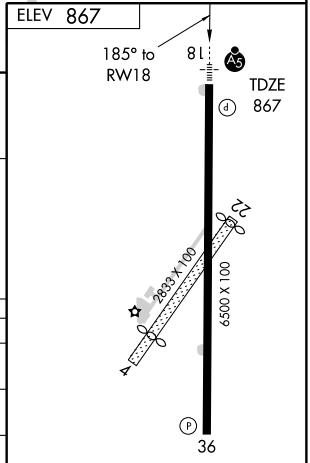
MALSR

MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1117 - ½ 250 (300-½)			
LNAV/VNAV DA	1427 - 1½ 560 (600-1½)			
LNAV MDA	1360 - ½ 493 (500-½)		1360 - ¾ 493 (500-¾)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2 573 (600-2)			1680 - 2¾ 813 (900-2¾)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6500
350°	TDZE	861
	Apt Elev	867

RNAV (GPS) RWY 36

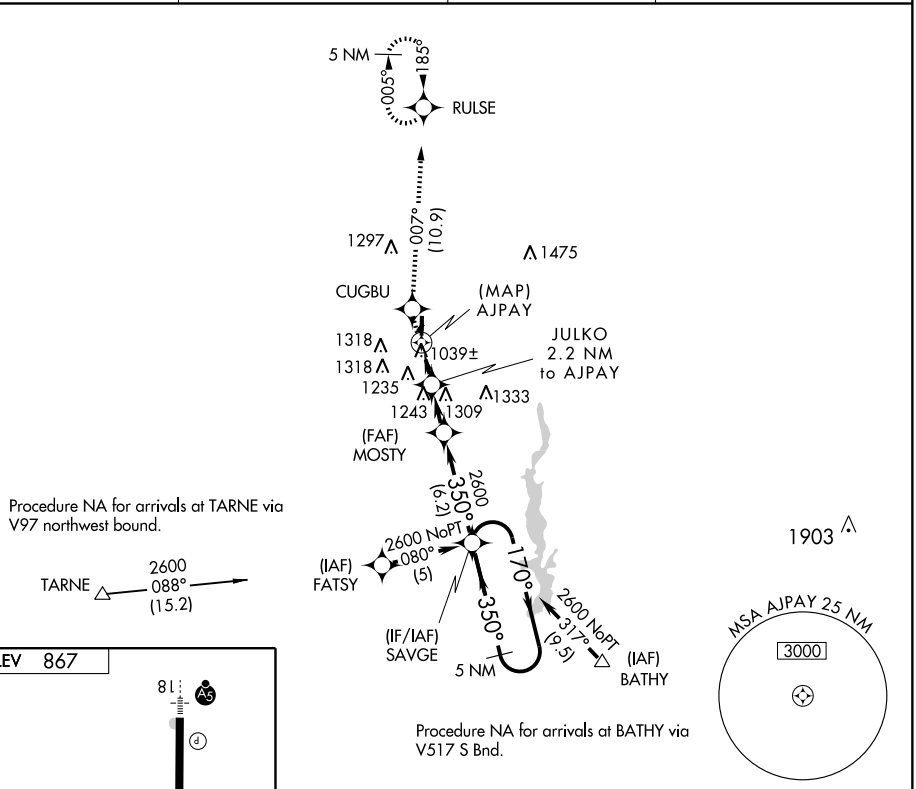
CONNERSVILLE / METTEL FIELD (CEV)

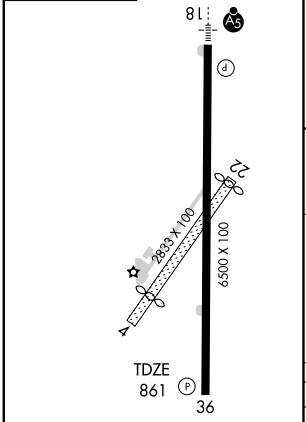
DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet. VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

NA

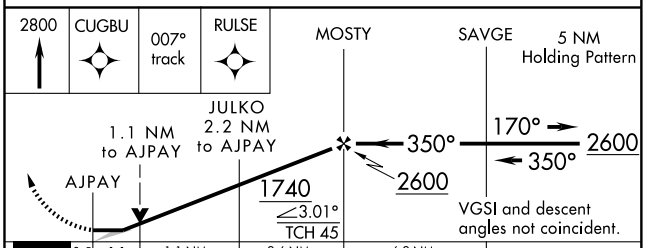
MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC RID	APP CRS	Rwy Idg	N/A
110.6	260°	TDZE	N/A
Chan 43		Apt Elev	867

VOR-A

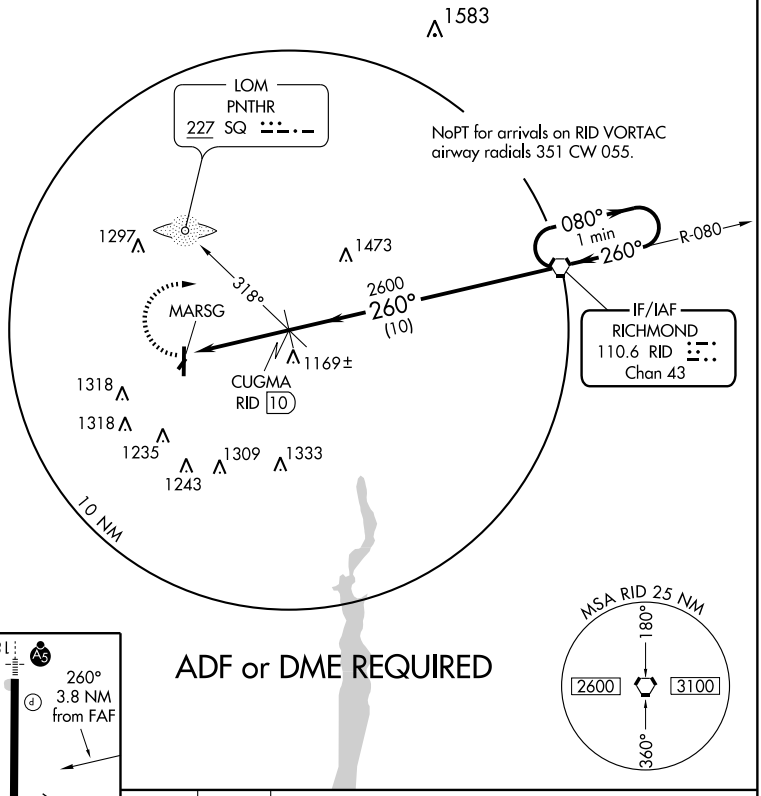
CONNERSVILLE / METTEL FIELD (CEV)

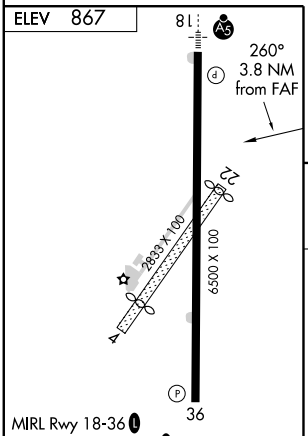
If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

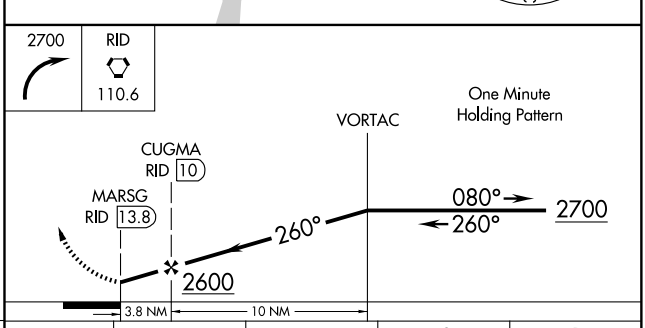
NA

MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 03 JUN 2010 to 01 JUL 2010

NDB CFJ	APP CRS	Rwy Idg	4500
388	040°	TDZE	797
		Apt Elev	799

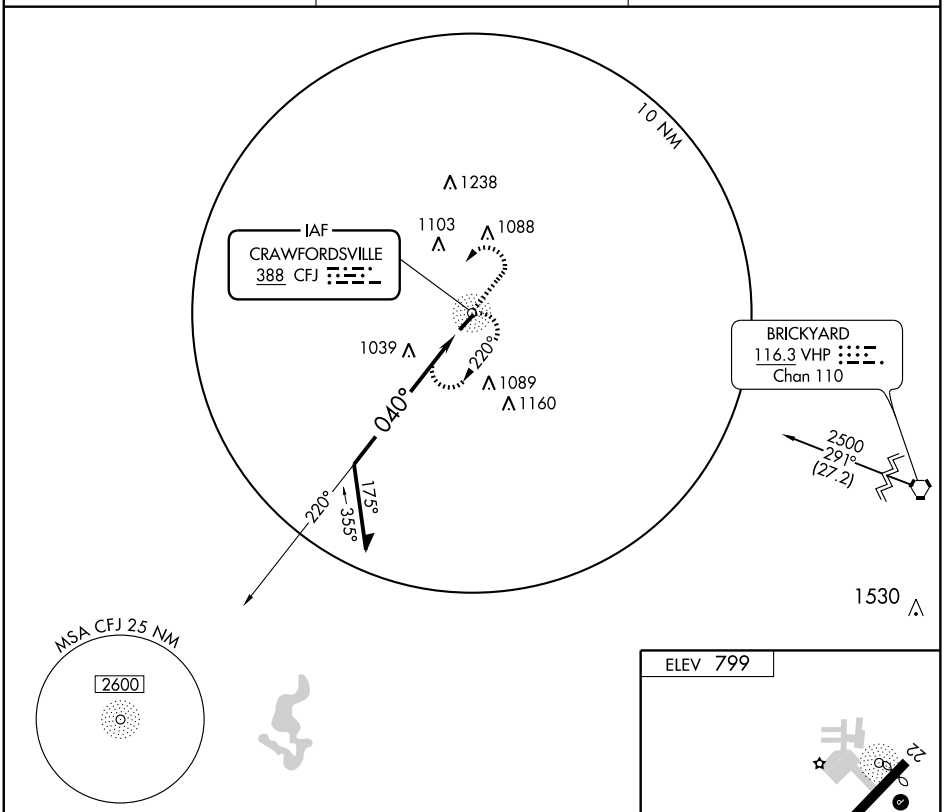
NDB RWY 4
CRAWFORDSVILLE MUNI (CFJ)

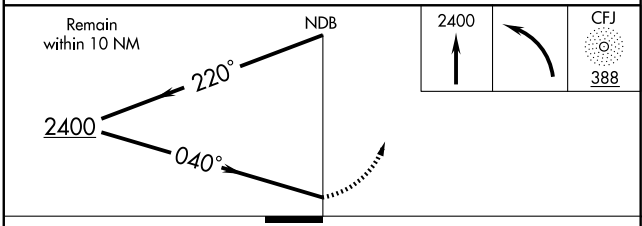
NA

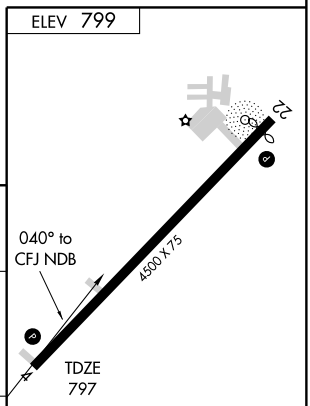
Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

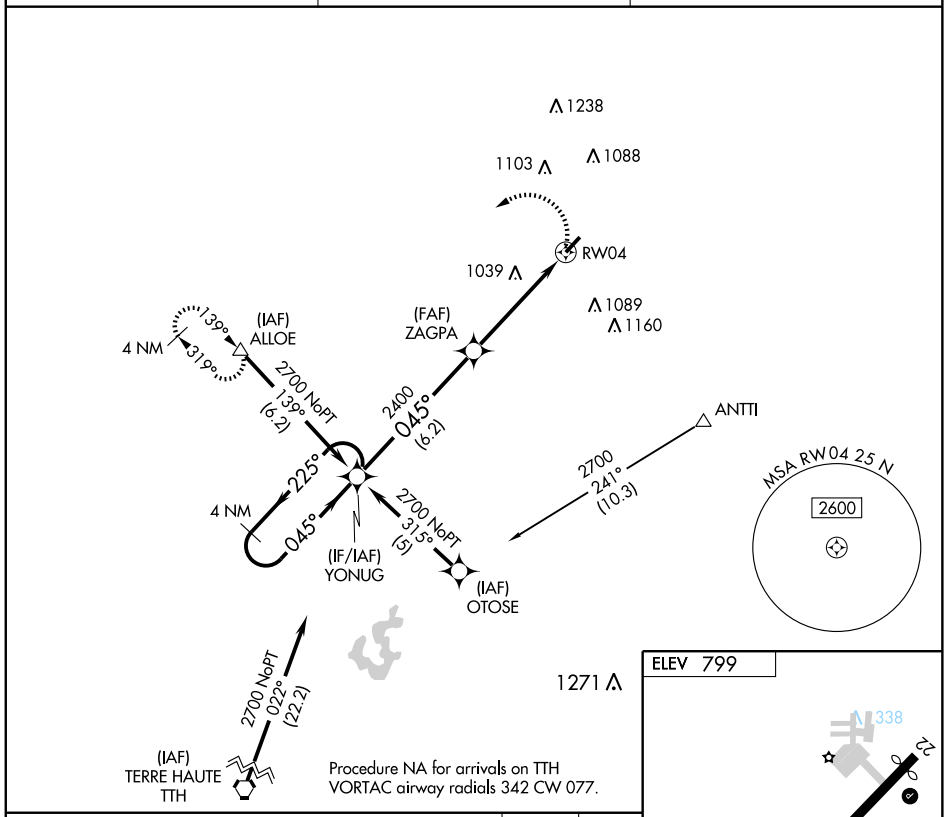
RNAV (GPS) RWY 4

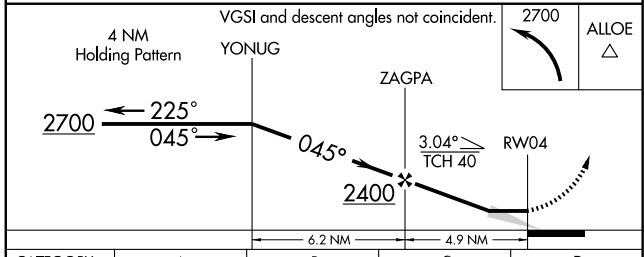
CRAWFORDSVILLE MUNI (CFJ)

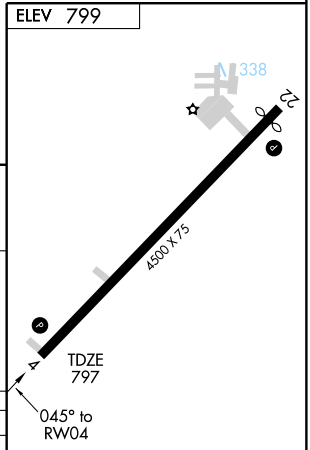
DME/DME RNP-0.3 NA. Use Putnam County altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct ALLOE and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	563 (600-1)	1360-1½ 563 (600-1½)	1360-1¾ 563 (600-1¾)
CIRCLING	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS		
225°	Rwy Idg	4300
	TDZE	799
	Apt Elev	799

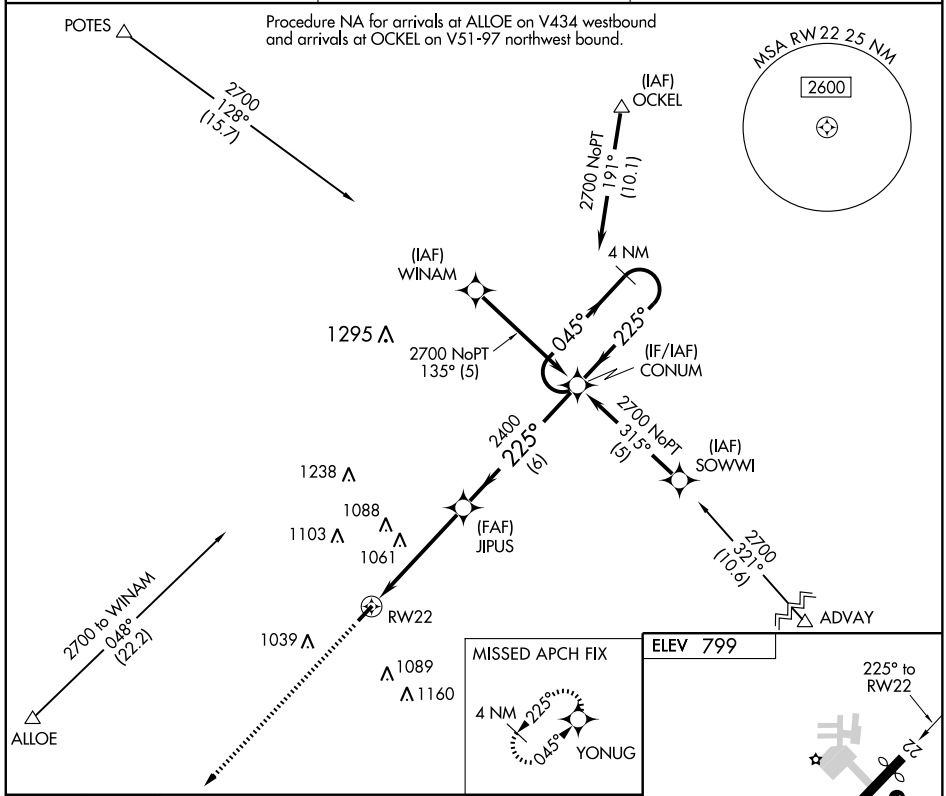
RNAV (GPS) RWY 22
CRAWFORDSVILLE MUNI (CFJ)

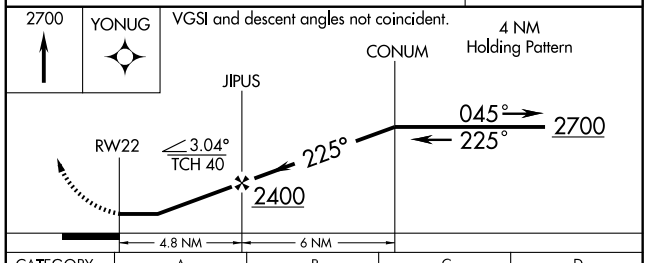
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Putnam County altimeter setting, when not received use Indianapolis Intl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.

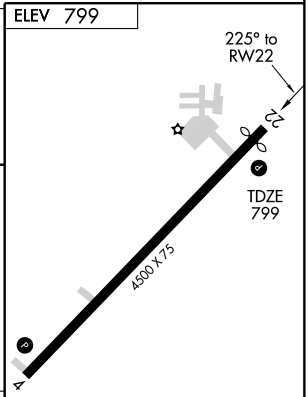
MISSED APPROACH: Climb to 2700 direct YONUG and hold.

PUTNAM COUNTY AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05 317.8	122.8 (CTAF) L

Procedure NA for arrivals at ALLOE on V434 westbound and arrivals at OCKEL on V51-97 northwest bound.



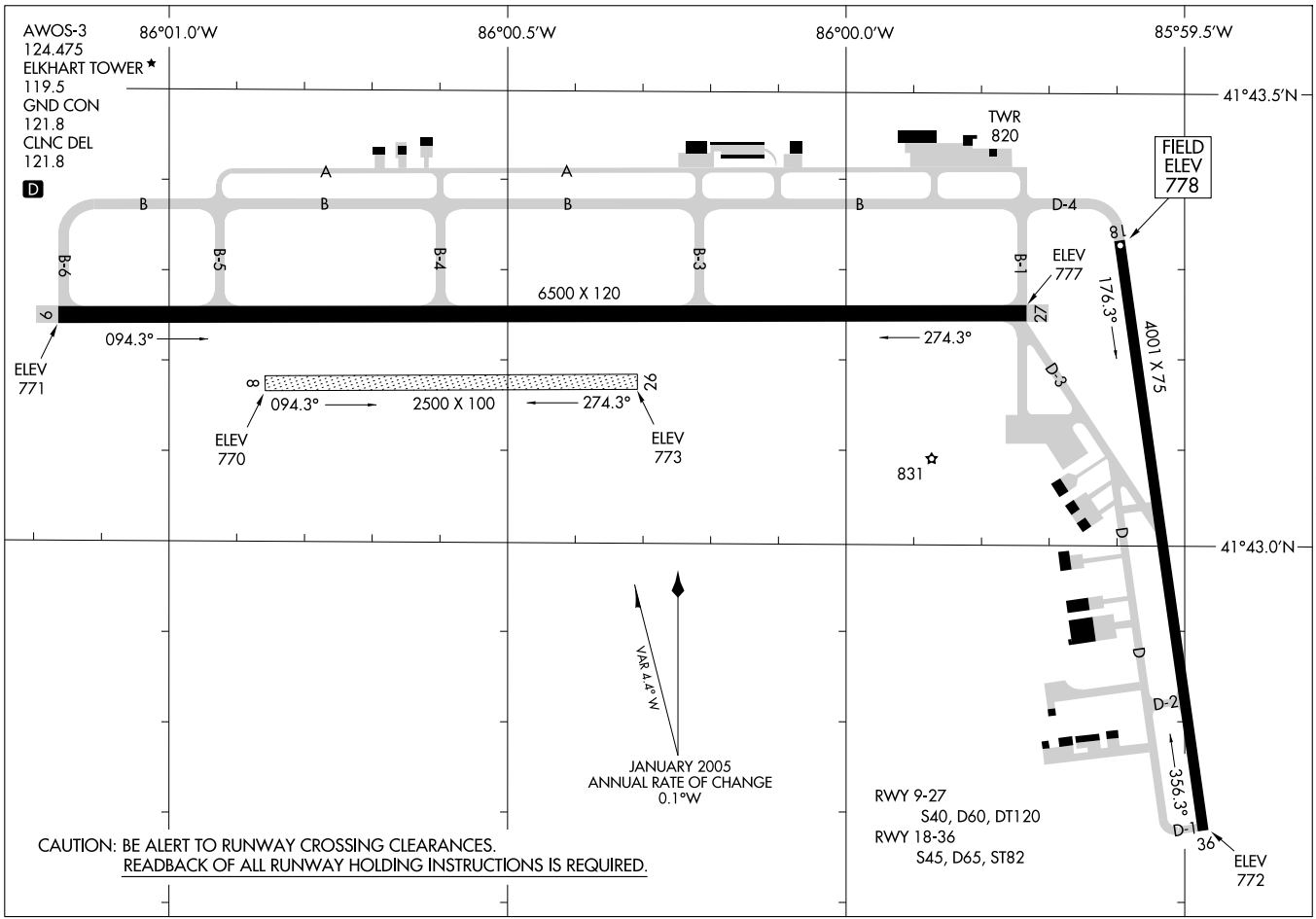




CATEGORY	A	B	C	D
LNAV MDA	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1380-1¾ 581 (600-1¾)
CIRCLING	1380-1	581 (600-1)	1380-1½ 581 (600-1½)	1400-2 601 (700-2)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2. 03 JUN 2010 to 01 JUL 2010



AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)

ELKHART, INDIANA

LOC I-OUP	APP CRS	Rwy Idg	6500
111.5	274°	TDZE	777
		Apt Elev	778

ILS or LOC RWY 27

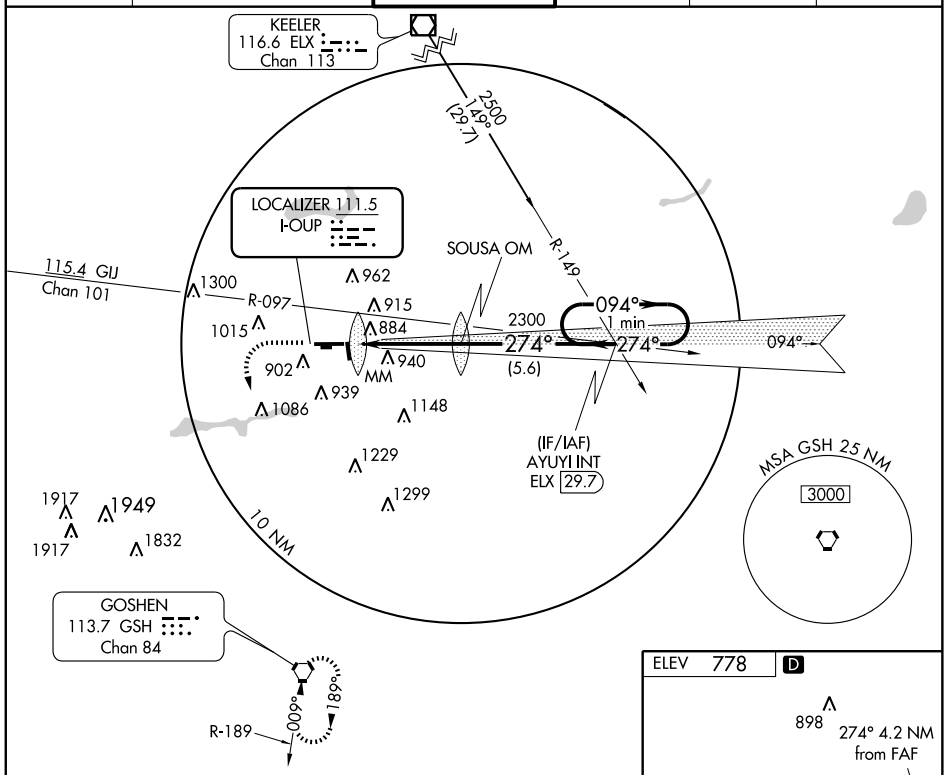
ELKHART MUNI (EKM)

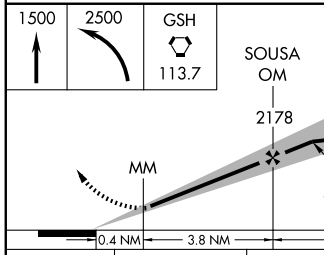
⚠ If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

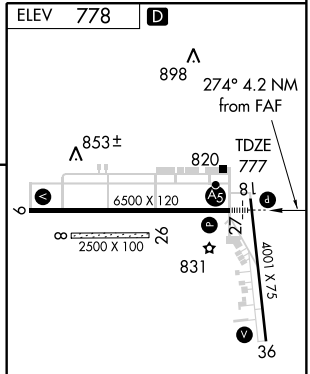
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 27	* 977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)		1180/40 403 (500-¾)	
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

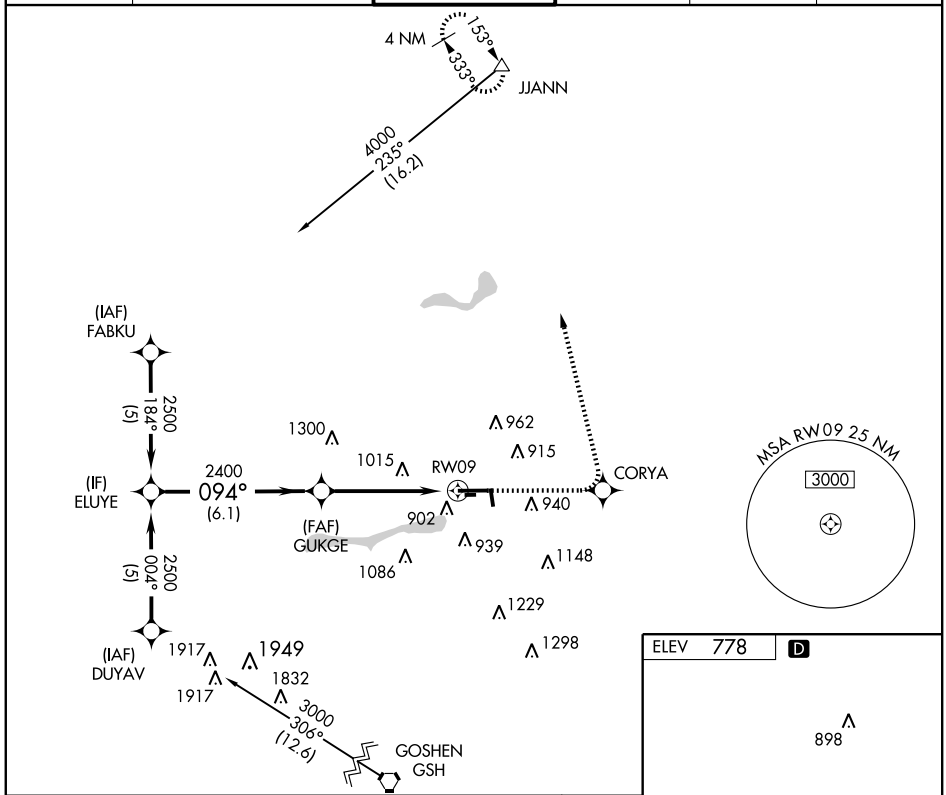
RNAV (GPS) RWY 9

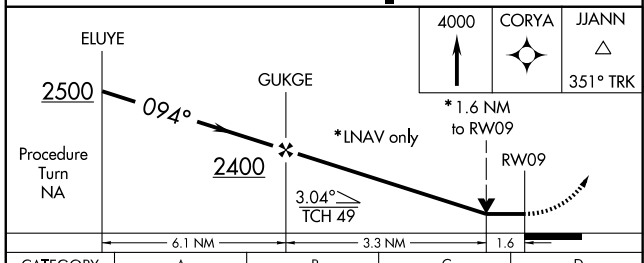
ELKHART MUNI (EKM)

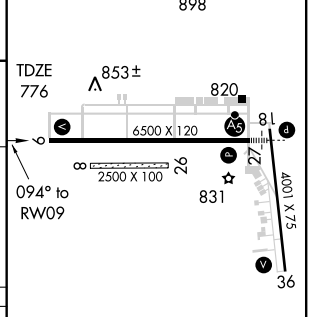
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.

MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4001
176°	TDZE	778
	Apt Elev	778

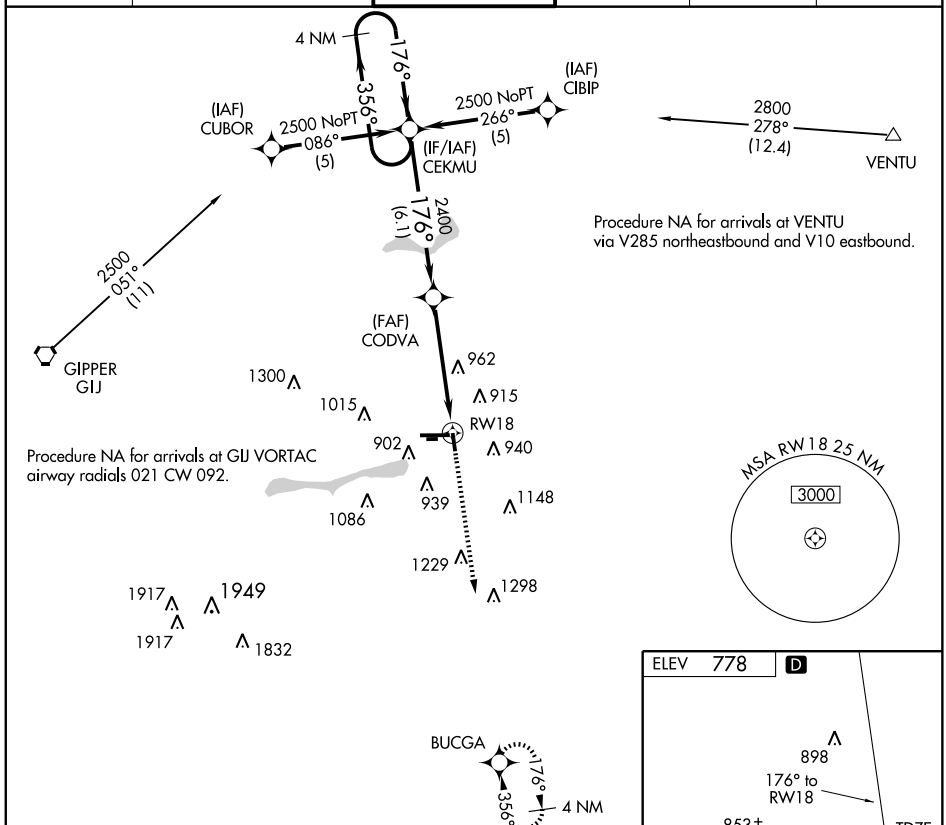
RNAV (GPS) RWY 18

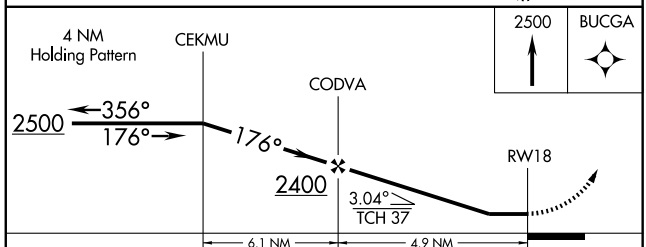
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

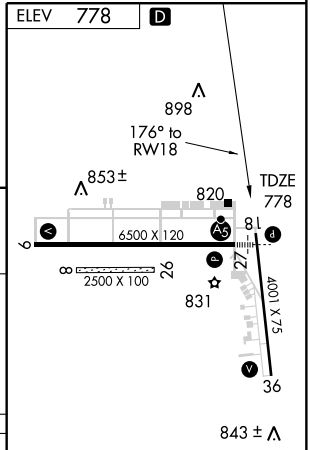
MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





2500 BUCGA



CATEGORY	A	B	C	D
LNAV MDA	1280-1 502 (600-1)		1280-1½ 502 (600-1½)	
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6500
CH 50107	274°	TDZE	777
W27A		Apt Elev	778

RNAV (GPS) RWY 27

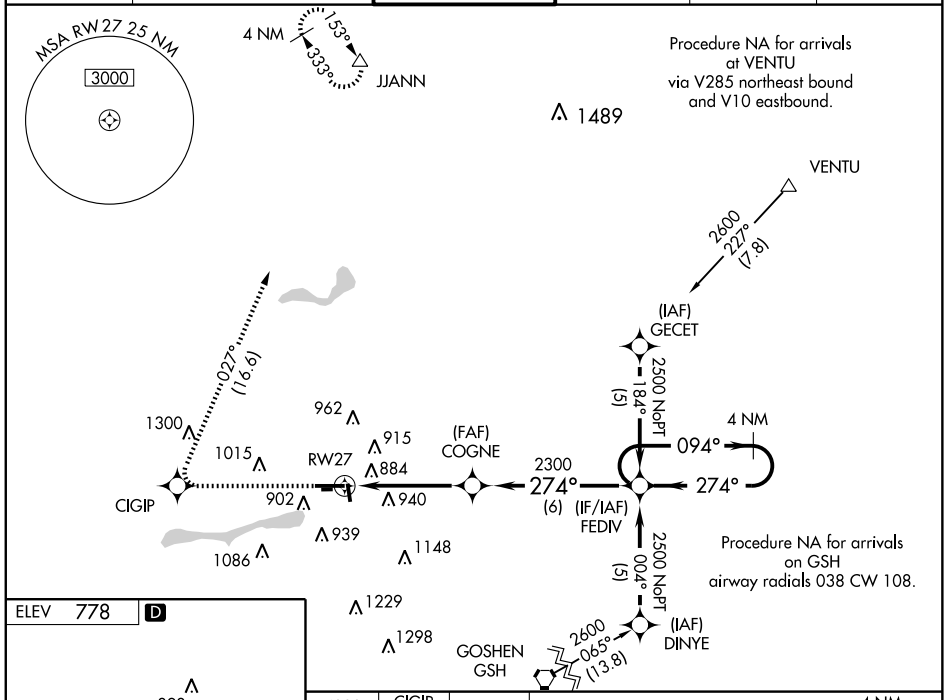
ELKHART MUNI (EKM)

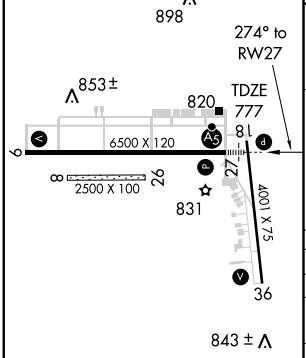
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
VDP and Baro-VNAV NA with South Bend altimeter setting.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats,increase LNAV Cat D visibility to RVR 6000.

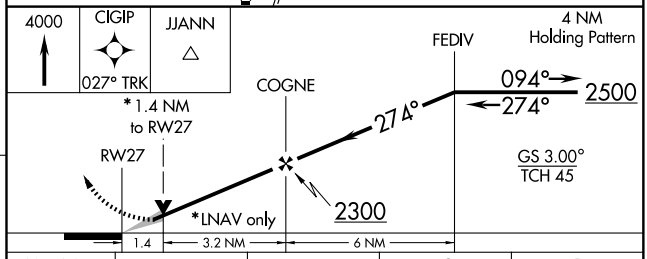
MALSR

MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1070/24 293 (300-½)			
LNAV/ VNAV DA	1220/50 443 (500-1)			
LNAV MDA	1260/24 483 (500-½)		1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½ 522 (600-1½)		1340-2 562 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

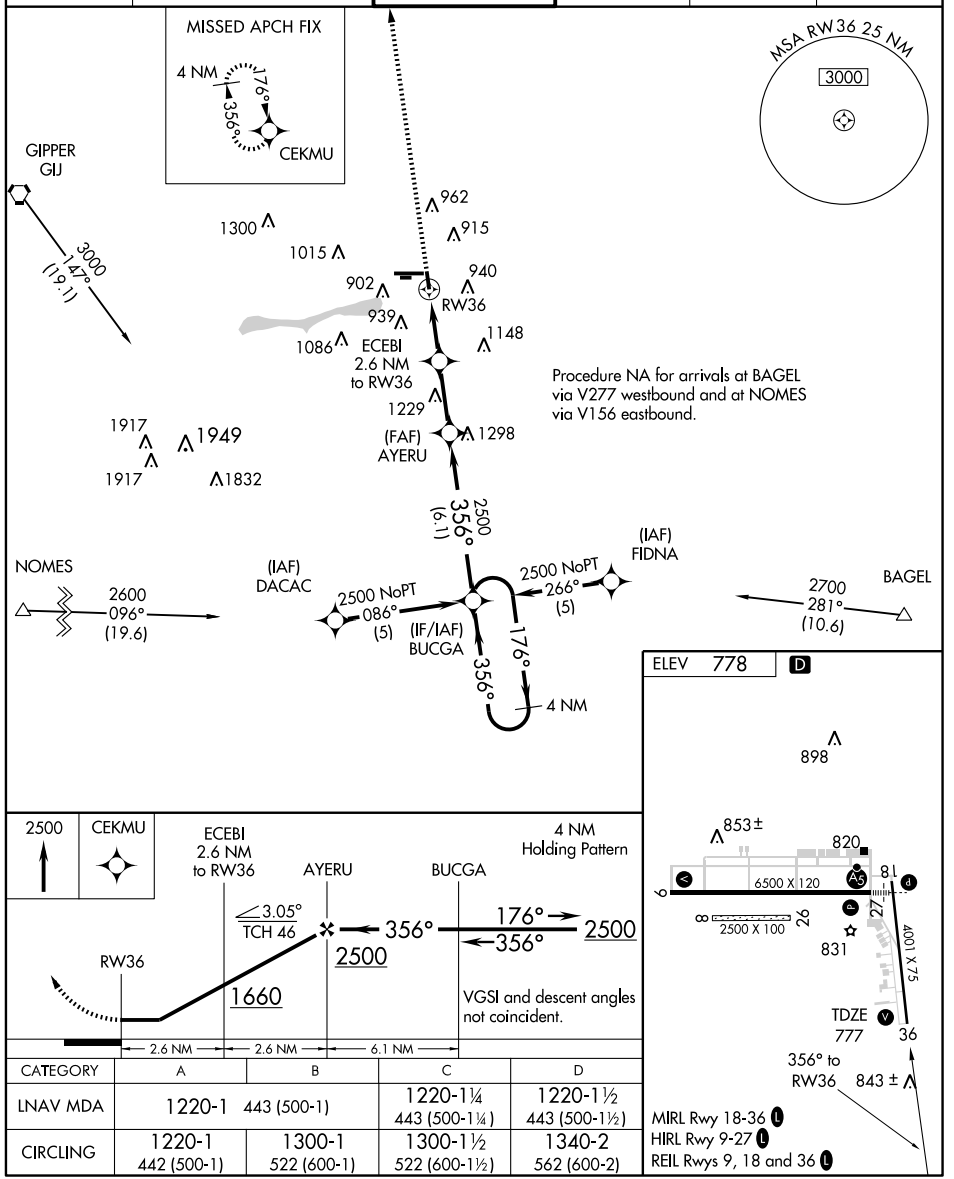
APP CRS	Rwy Idg	4001
356°	TDZE	777
	Apt Elev	778

RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC GSH	APP CRS	Rwy Idg	4001
113.7	009°	TDZE	777
Chan 84		Apt Elev	778

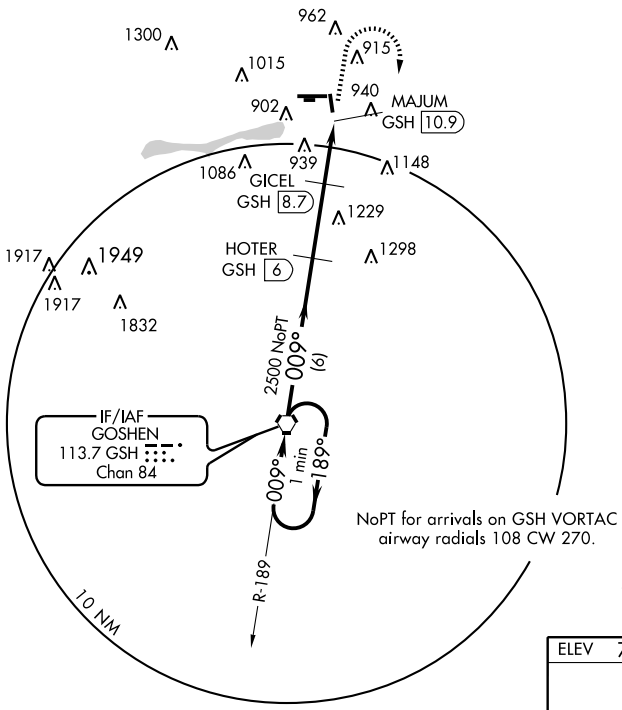
VOR/DME RWY 36

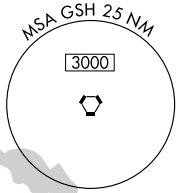
ELKHART MUNI (EKM)

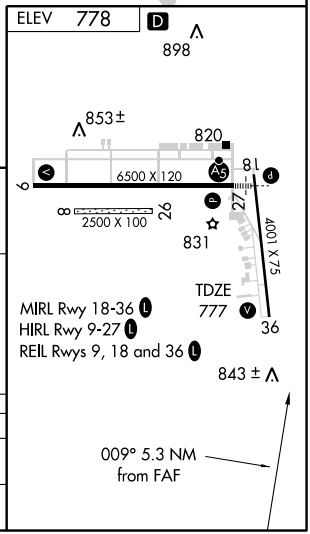
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

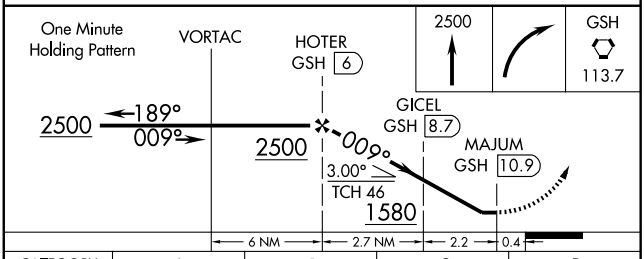
MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95









CATEGORY	A	B	C	D
S-36	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC GIJ	APP CRS	Rwy Idg	6500
115.4	102°	TDZE	776
Chan 101		Apt Elev	778

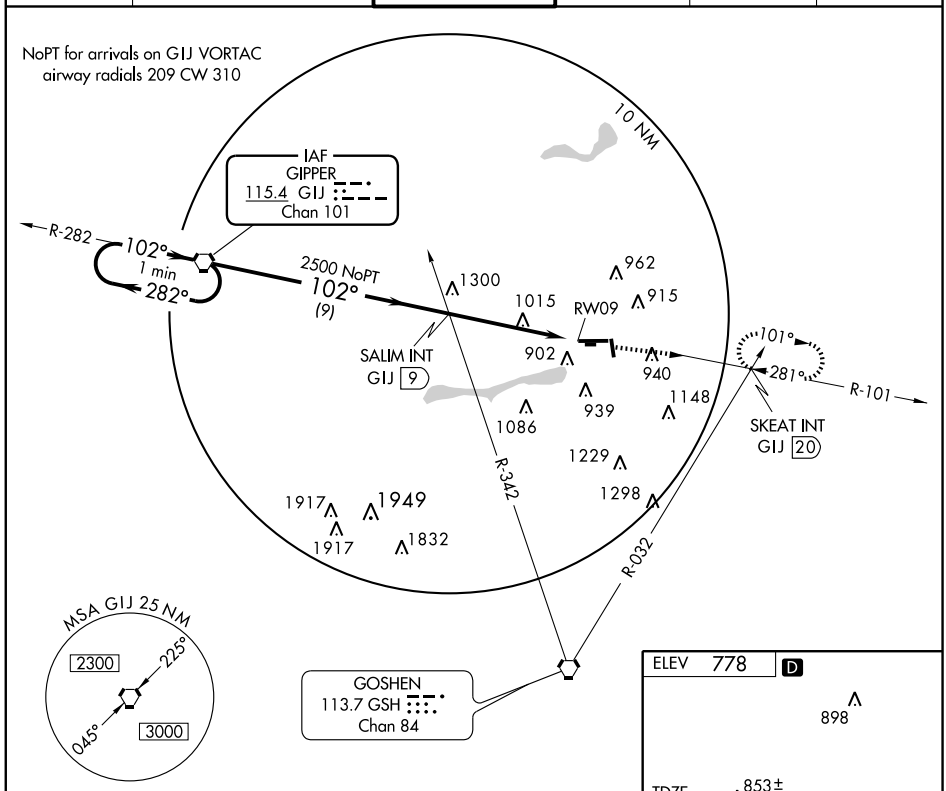
VOR RWY 9

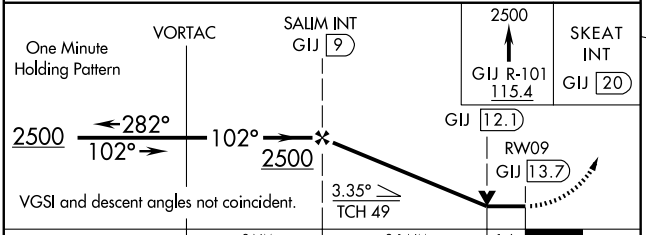
ELKHART MUNI (EKM)

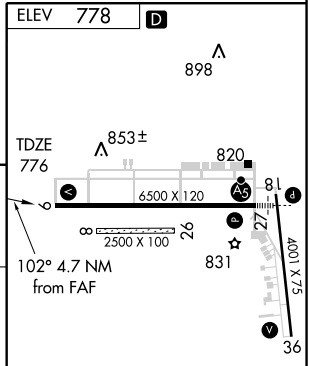
⚠ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

843 ± ⋀

CATEGORY	A	B	C	D
S-9	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC GIJ	APP CRS	Rwy Idg	6500
115.4	281°	TDZE	777
Chan 101		Apt Elev	778

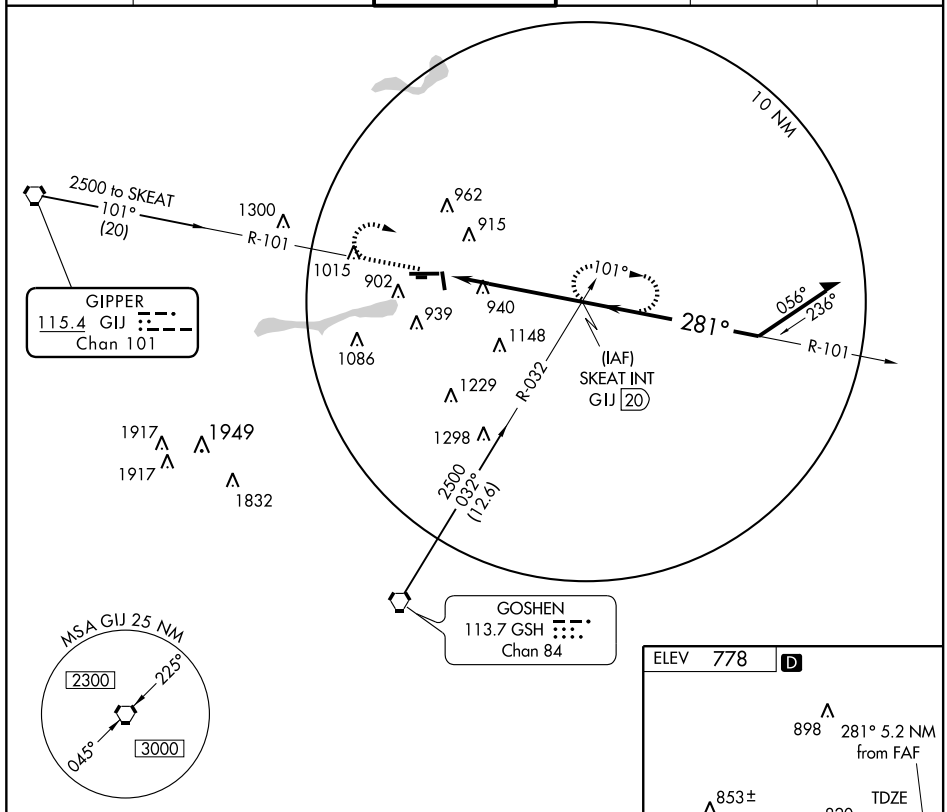
VOR RWY 27
ELKHART MUNI (EKM)

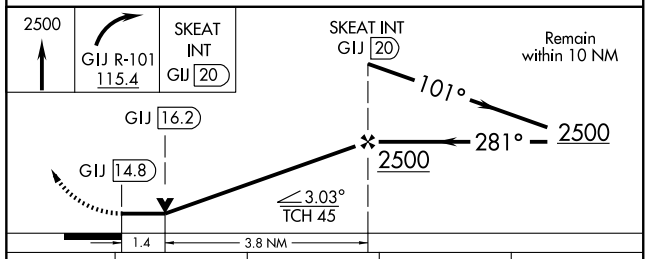
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

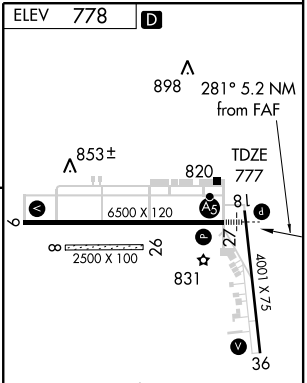
MALSR

MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½	503 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

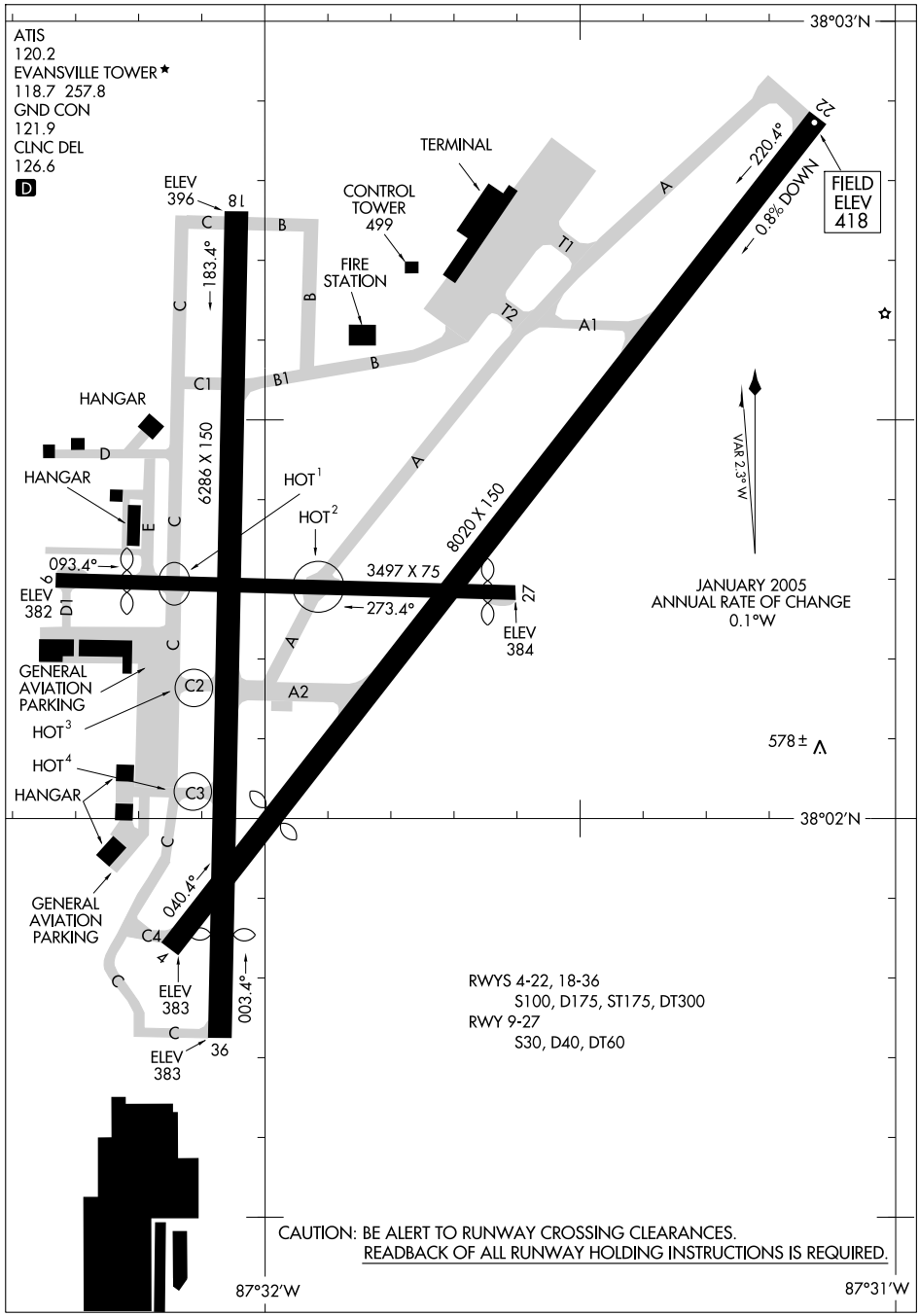
EC-2, 03 JUN 2010 to 01 JUL 2010

09351

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010

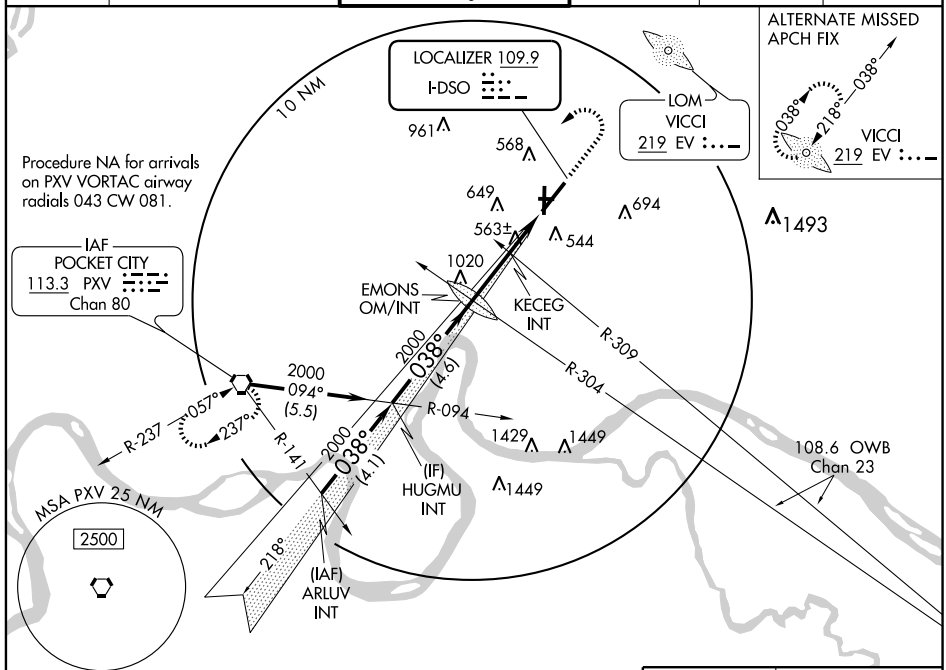
LOC I-DSO	APP CRS	Rwy Idg	6724
109.9	038°	TDZE	385
		Apt Elev	418

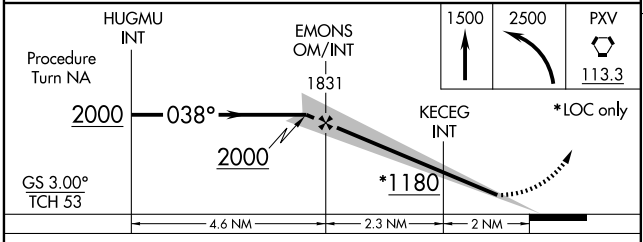
ILS or LOC RWY 4
EVANSVILLE RGNL (EVV)

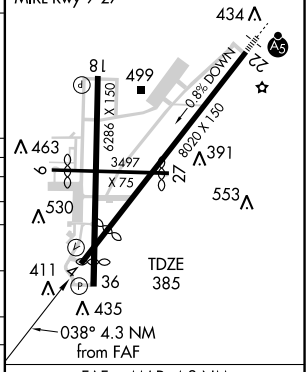
ASR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-ILS 4	585-¾ 200 (200-¾)			
S-LOC 4	1180-1 795 (800-1)	1180-1¼ 795 (800-1¼)	1180-2¼ 795 (800-2¼)	1180-2½ 795 (800-2½)
CIRCLING	1180-1 762 (800-1)	1180-1¼ 762 (800-1¼)	1180-2¼ 762 (900-2¼)	1180-2½ 762 (800-2½)
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)		820-1¼ 435 (500-1¼)	820-1½ 435 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-1)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

ILS or LOC RWY 22
EVANSVILLE RGNL (EVV)

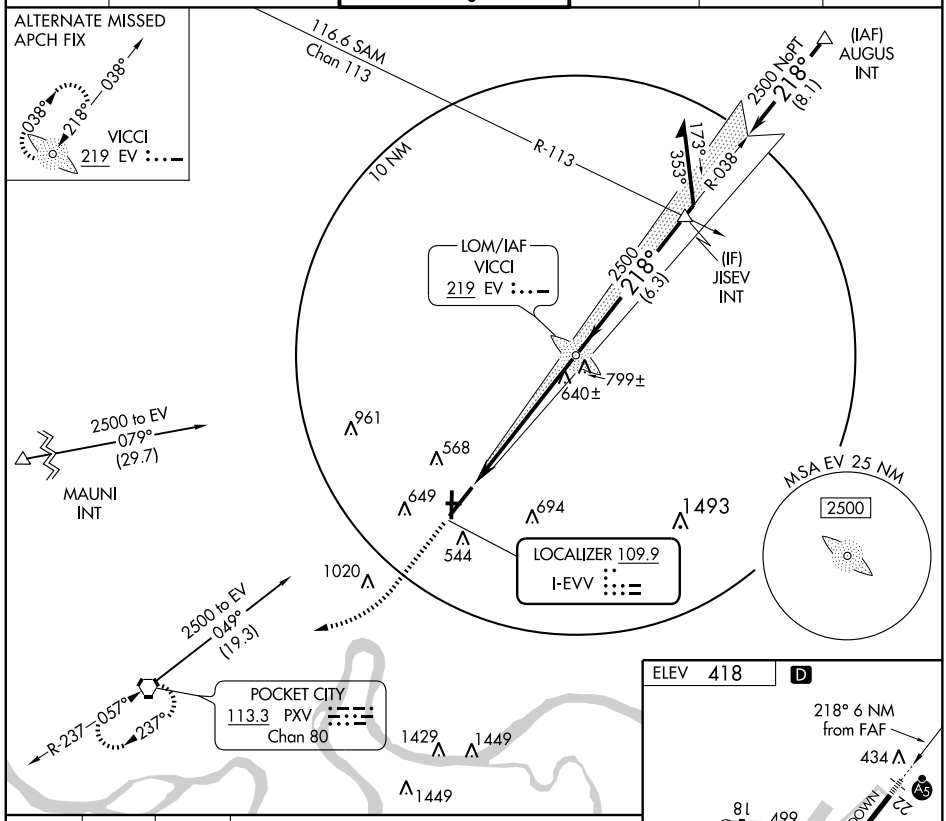
ASR

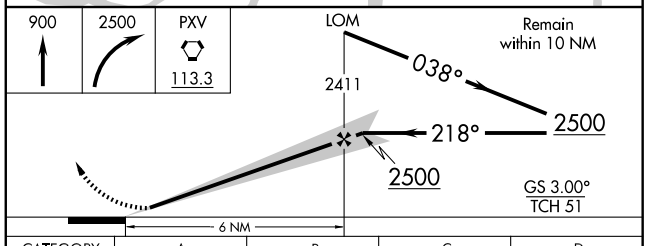
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

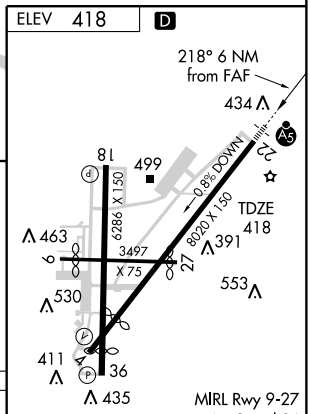
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-ILS 22	*618/24		200 (200-½)	
S-LOC 22	900/24	482 (500-½)	900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 03 JUN 2010 to 01 JUL 2010

LOM EV	APP CRS	Rwy Idg	8020
219	218°	TDZE	418
		Apt Elev	418

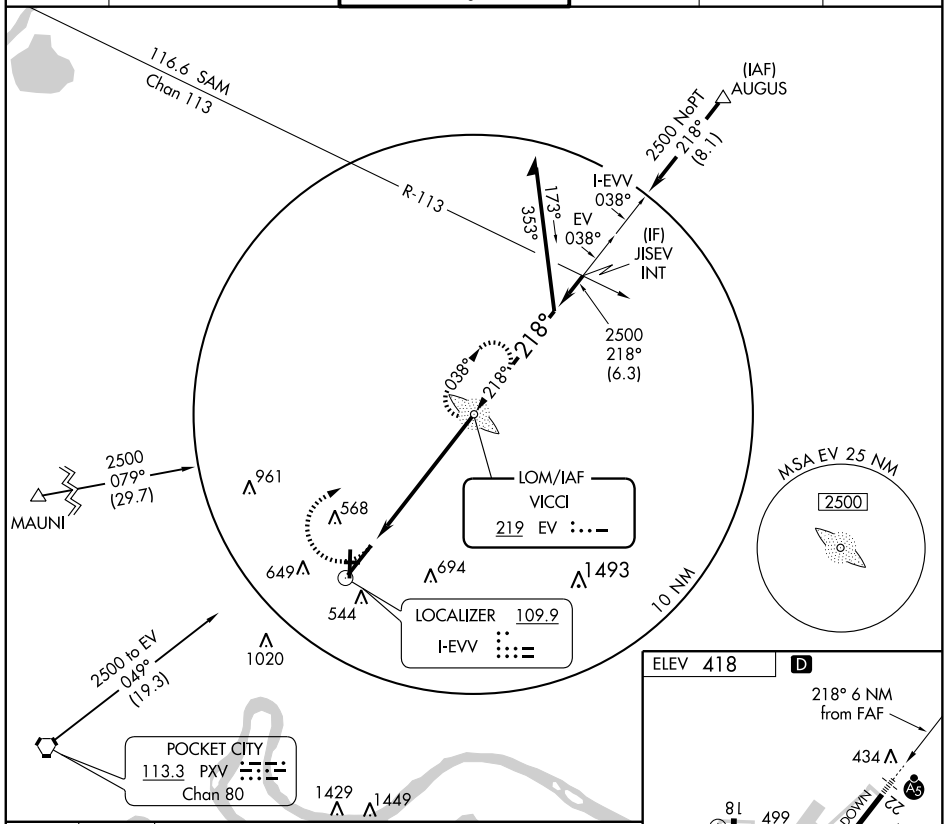
NDB RWY 22
EVANSVILLE RGNL (EVV)

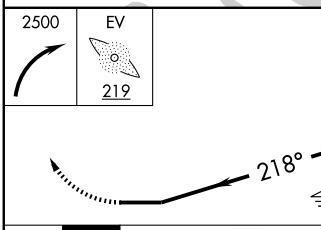
ASR

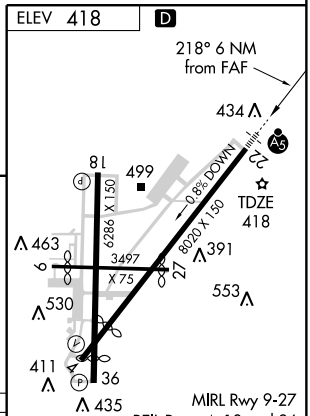
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6724
CH 82711	038°	TDZE	385
W04A		Apt Elev	418

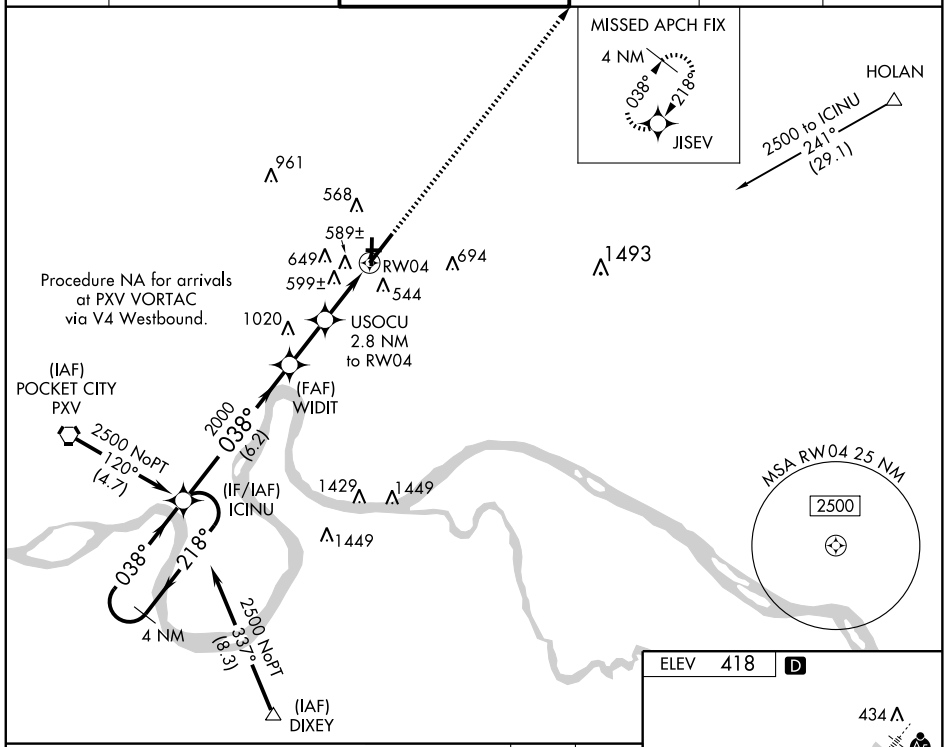
RNAV (GPS) RWY 4
EVANSVILLE RGNL (EVV)

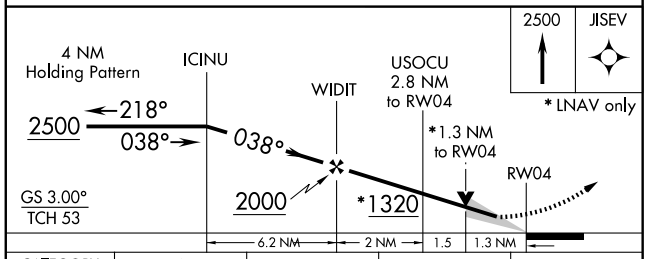
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

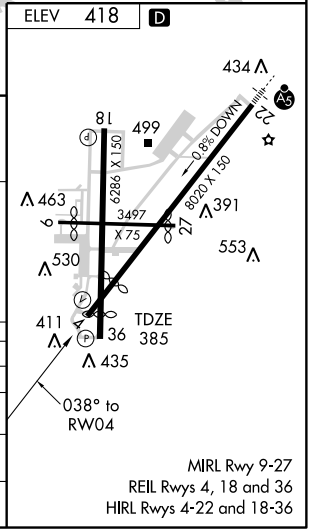
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	585-¾ 200 (200-¾)			
LNAV/VNAV DA	970-2 585 (600-2)			
LNAV MDA	860-1 475 (500-1)		860-1¼ 475 (500-1¼)	860-1½ 475 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 03 JUN 2010 to 01 JUL 2010

EVANSVILLE, INDIANA AL-513 (FAA)

WAAS	APP CRS	Rwy Idg	8020
CH 42512	218°	TDZE	418
W22A		Apt Elev	418

RNAV (GPS) RWY 22

EVANSVILLE RGNL (EVV)

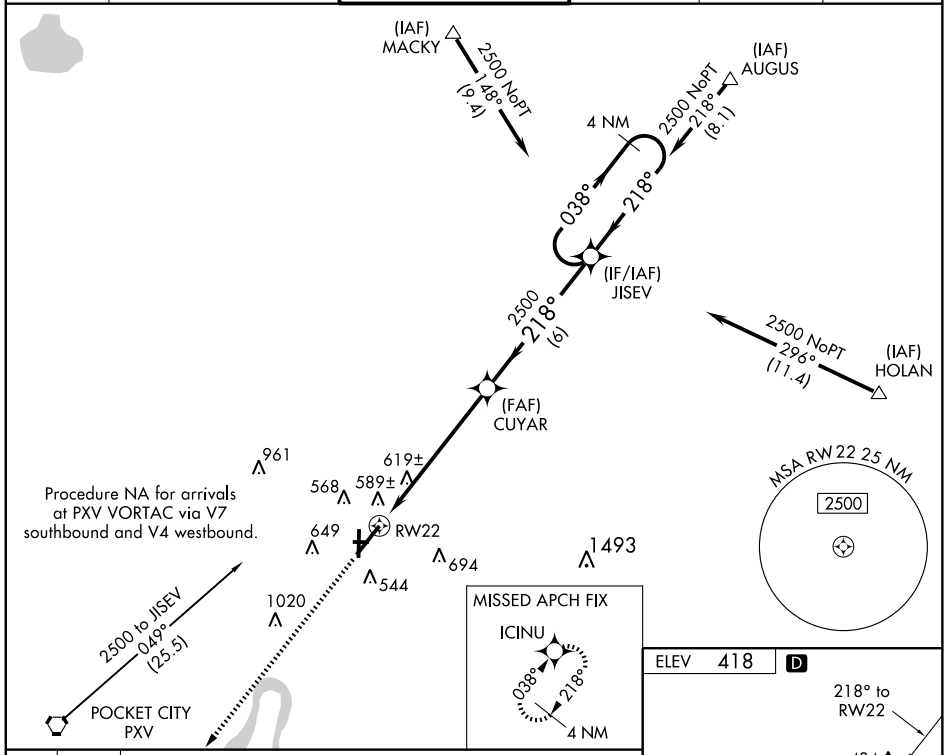
ASR

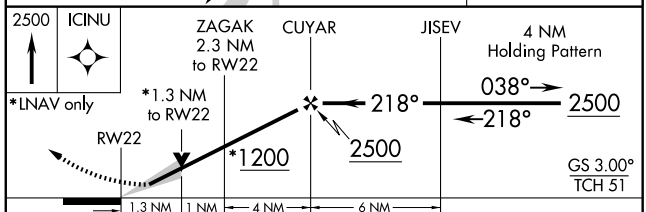
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

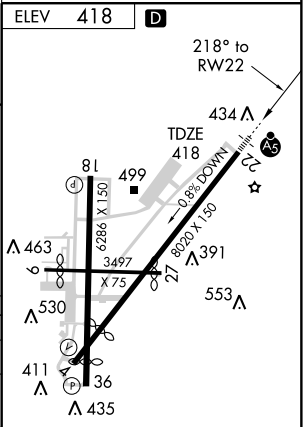
MISSED APPROACH: Climb to 2500 direct ICINU and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	618/24	200 (200- ½)		
LNAV/VNAV DA	910/60	492 (500-1¼)		
LNAV MDA	880/24	462 (500- ½)	880/40 462 (500- ¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC PXV 113.3 Chan 80	APP CRS 057°	Rwy Idg 6724 TDZE 385 Apt Elev 418

VOR RWY 4

EVANSVILLE RGNL (EVV)

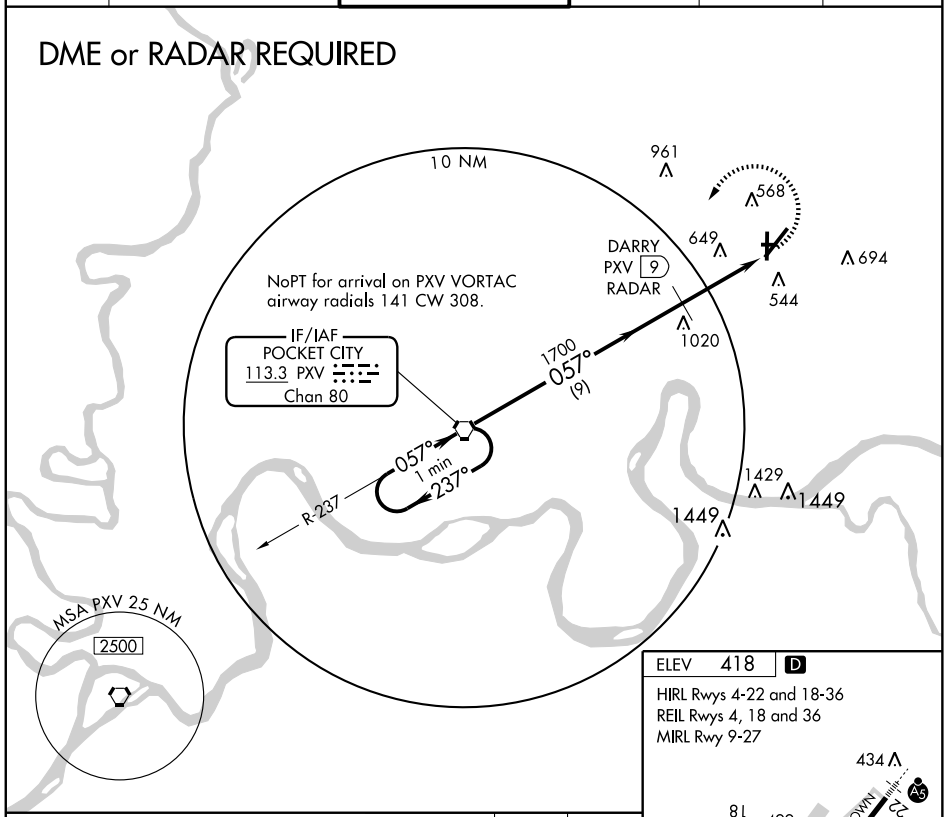
ASR

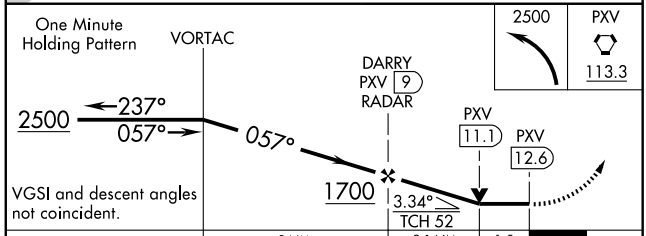
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED

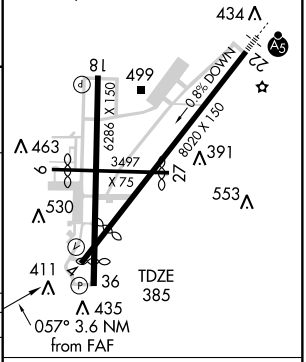




CATEGORY	A	B	C	D
S-4	900-1 515 (500-1)		900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

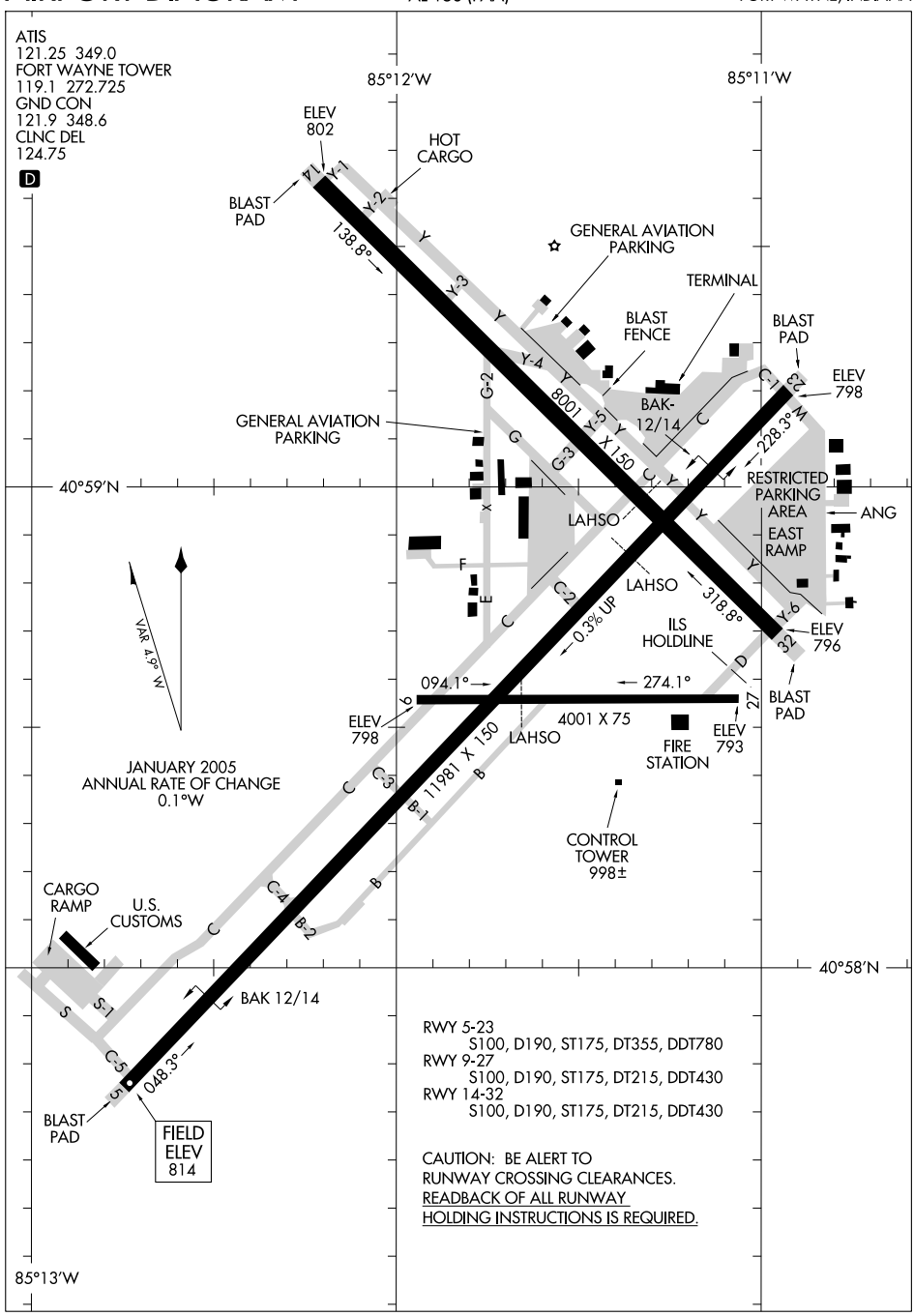
EC-2. 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 32

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	318°	8001 / 800 / 814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.

MALSR (A5)

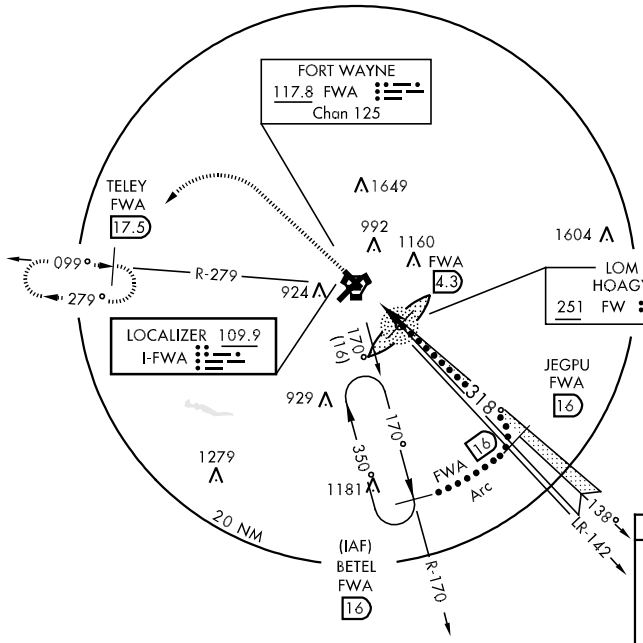
MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

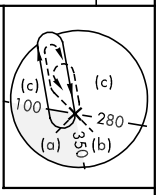
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

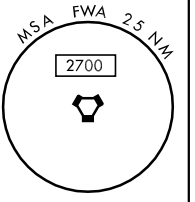
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

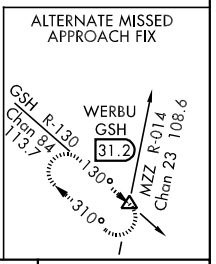
1879

ADF, DME or RADAR REQUIRED

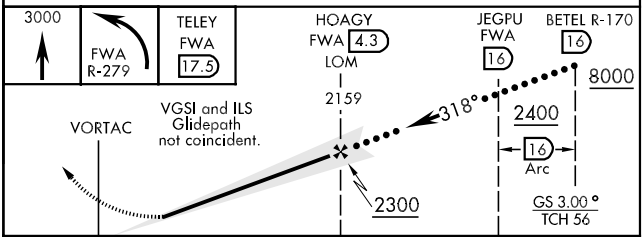


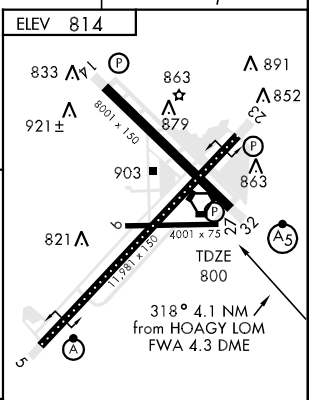






EMERG SAFE ALT 100 NM 3100





TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

CATEGORY	C	D	E
S-ILS 32 *	1000/24 200 (200-½)		
S-LOC 32 **	1160/24 360 (400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-FWA	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-156 [USAF]
109.9	138°	8001 / 802 / 814	

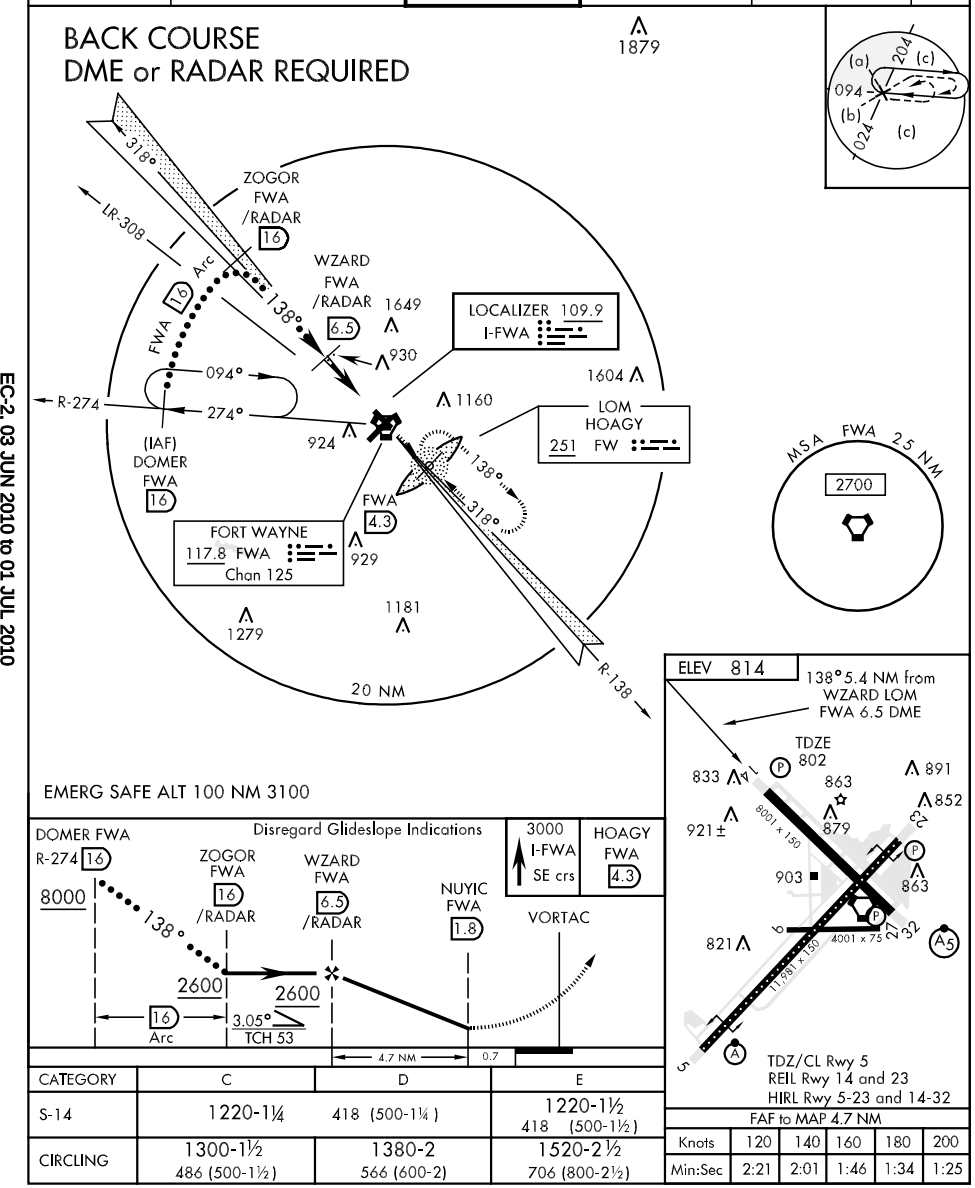
HI-LOC BC RWY 14

FORT WAYNE INTL (KFWA)

MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

BACK COURSE
DME or RADAR REQUIRED



CATEGORY	C	D	E
S-14	1220-1¼	418 (500-1¼)	1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.7 NM

Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

FORT WAYNE, INDIANA 40°59'N-85°11'W FORT WAYNE INTL (KFWA)

Amdt 3 09295

HI-LOC BC RWY 14

EC-2, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 23

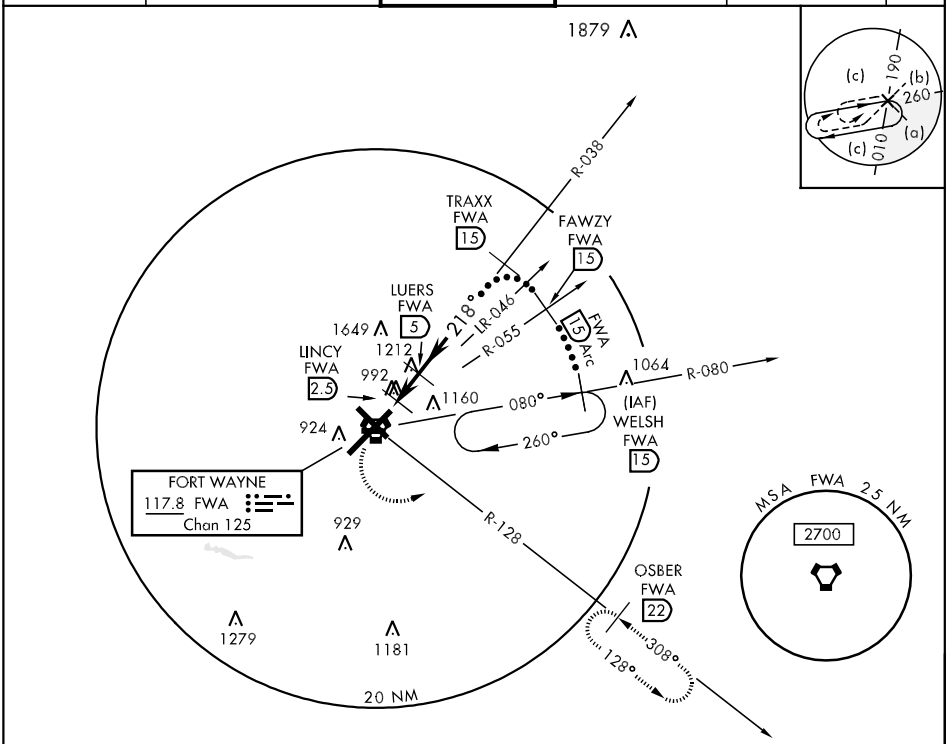
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy ldg 11,981 TDZE 799 Arpt Elev 814

JAL-156 [USAF]

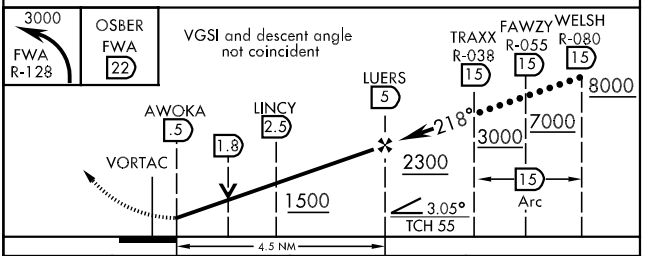
FORT WAYNE INTL (KFWA)

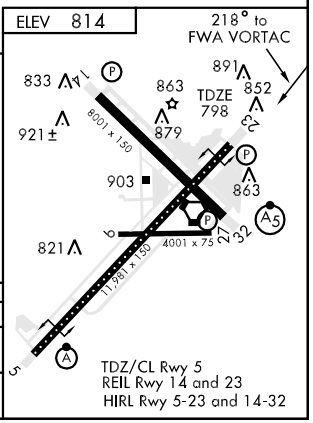
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1300-1½ 502 (500-1½)		1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

HI-TACAN RWY 32

VORTAC FWA	APCH CRS	Rwy ldg	8001
117.8	312°	TDZE	800
Chan 125		Arpt Elev	814

JAL-156 [USAF]

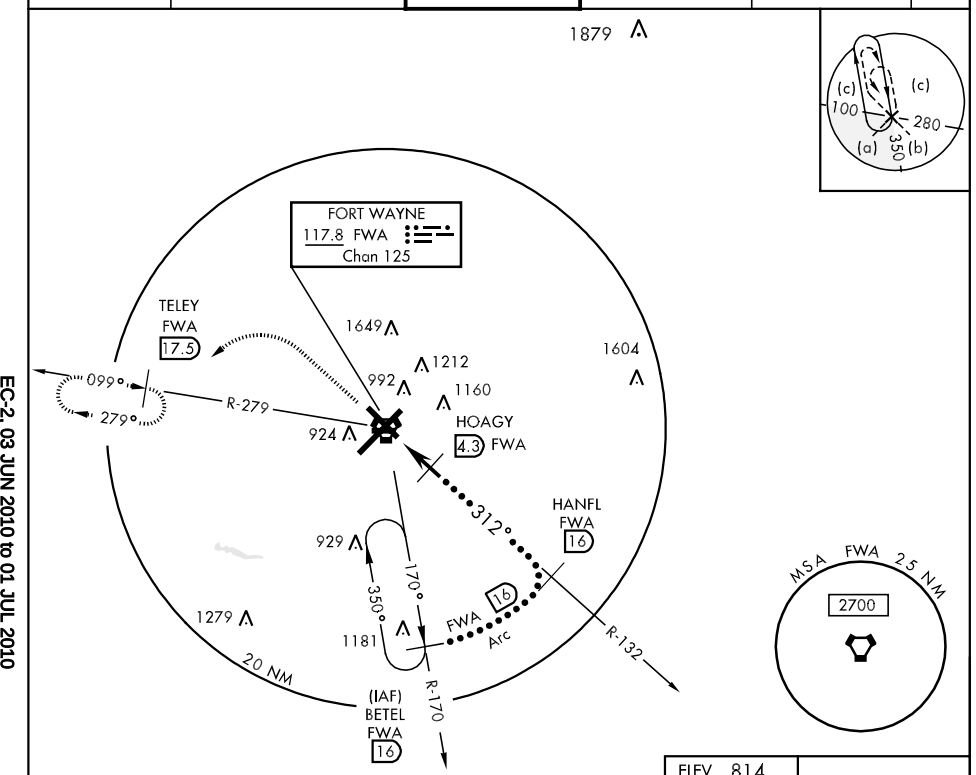
FORT WAYNE INTL (KFWA)

▼ * When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

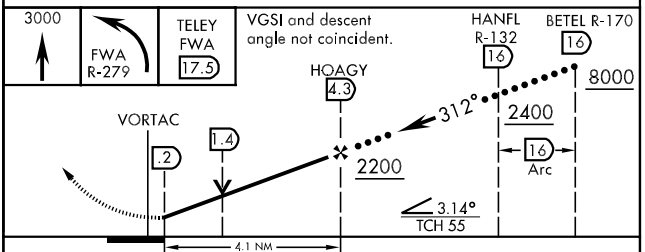
MALSR

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

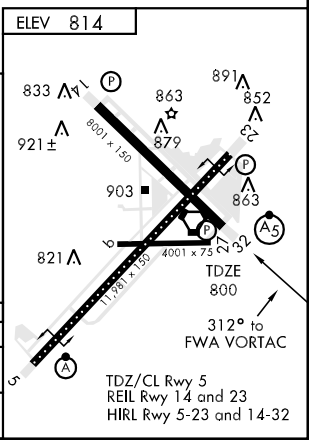
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-32 *	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS or LOC RWY 5

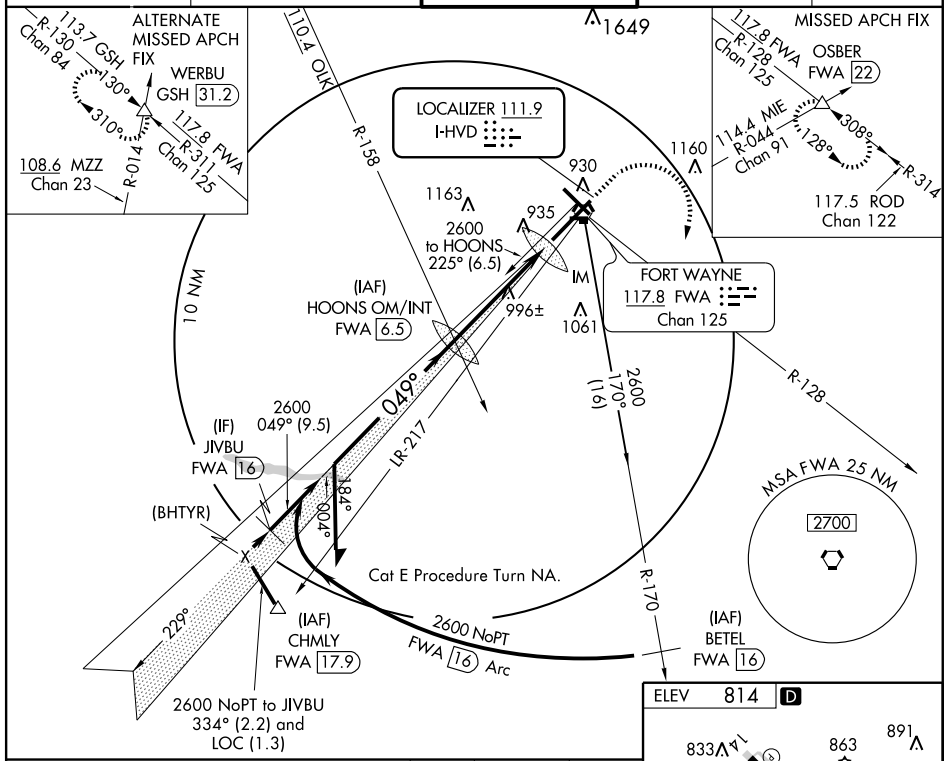
FORT WAYNE INTL (FWA)

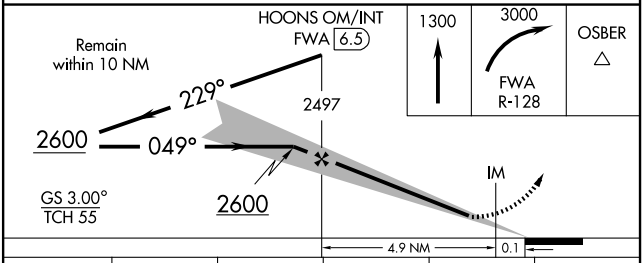
ASR: For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

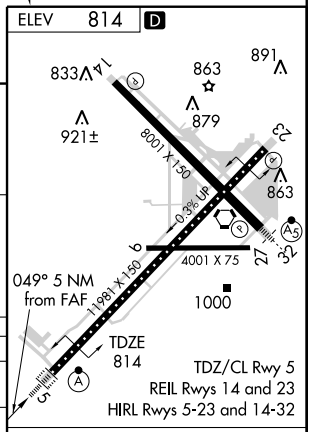
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)		1260/40 446 (500-¾)	1260/50 446 (500-1)	
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	318°	TDZE	800
		Apt Elev	814

ILS or LOC RWY 32

FORT WAYNE INTL (FWA)

ASR

* RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

MALSR

MISSED APPROACH: Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

MISSED APCH FIX
TELEY
FWA 17.5
099°
279°
117.8 FWA
R-279
Chan 125
R-012
108.6 MZZ
Chan 23

ADF, DME or RADAR REQUIRED

ALTERNATE MISSED APCH FIX
WERBU
GSH 31.2
R-130
Chan 84
113.7 GSH
130°
310°
117.8 FWA
R-311
Chan 125
108.6 MZZ
Chan 23
R-014

1627
1649
FORT WAYNE
117.8 FWA
Chan 125
10 NM
R-279
930
1160
1163
935
891±
2900 to LOM
133° (4.3)
1000
LOM/IAF
HOAGY
251 FW
FWA 4.3
LOCALIZER 109.9
I-FWA
1061
318°
LR-142
093°
273°
2300
318° (11.7)
(IF)
JEGPU
FWA 16
R-168
2400 NoPT
FWA 16 Arc
138°
(IAF)
ZULUG
FWA 16
Cat E Procedure Turn NA.

MSA FW 25 NM
2700

ELEV 814 D
1A
833
863
891
879
921±
23
8001 X 150
0.3% UP
863
9
27
4001 X 75
5
11981 X 150
TDZE
1000 800
318° 4.1 NM
from FAF

3000
FWA R-279
117.8
TELEY
VGSI and ILS glidepath not coincident.
HOAGY LOM
FWA 4.3
Remain within 10 NM
138°
2159
318°
2400
2300
GS 3.00°
TCH 56
4.1 NM

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

FAF to MAP	4.1 NM				
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	*1000/24 200 (200-½)				1000/24 200 (200-½)
S-LOC 32	1160/24 360 (400-½)			1160/40 360 (400-¾)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-HVD	APP CRS	Rwy Idg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS RWY 5 (CAT II)

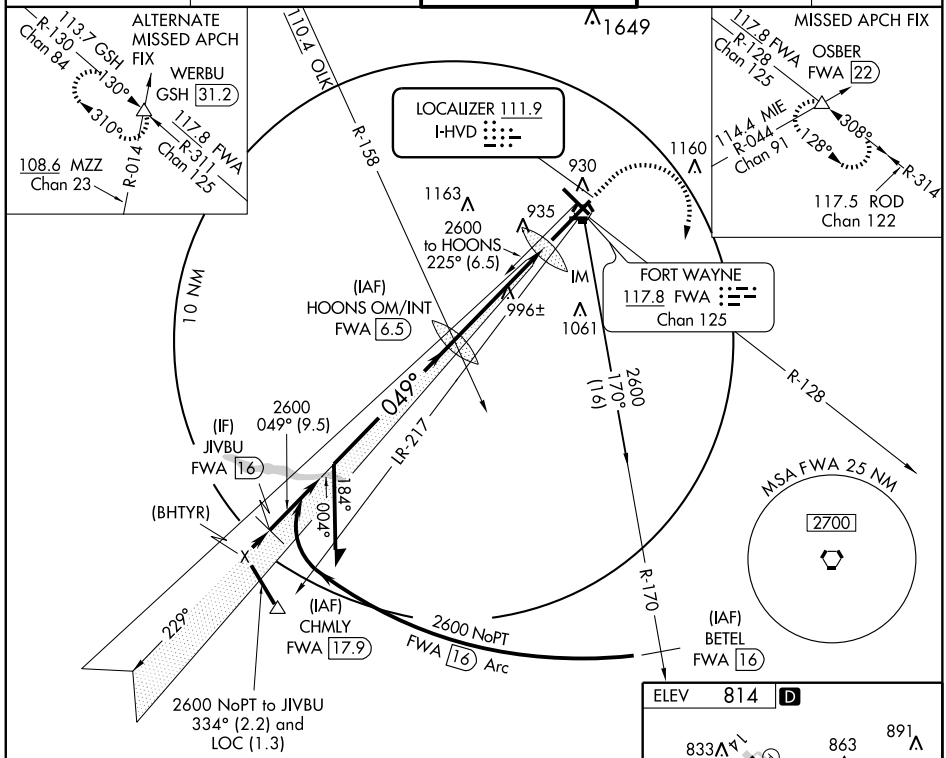
FORT WAYNE INTL (FWA)

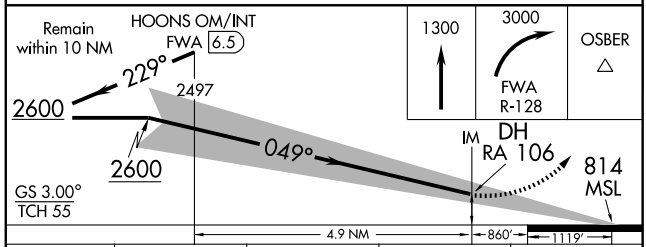
ASR

ALSF-2

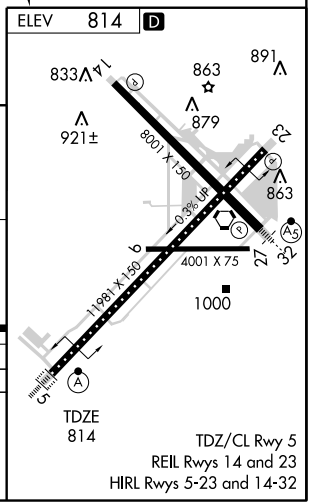
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-FWA	APP CRS	Rwy Idg	8001
109.9	138°	TDZE	802
		Apt Elev	814

LOC BC RWY 14
FORT WAYNE INTL (FWA)

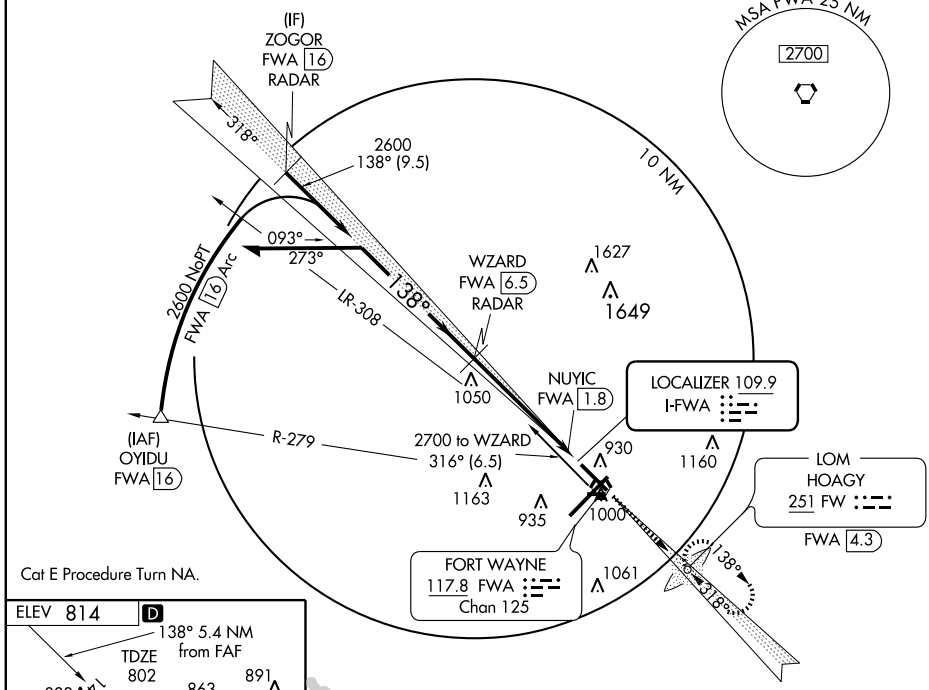
ADF or DME or Radar Required.

ASR

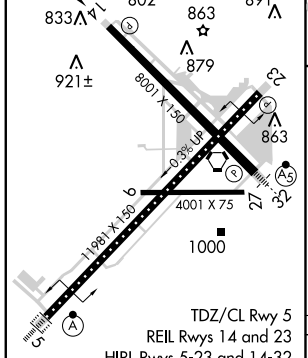
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

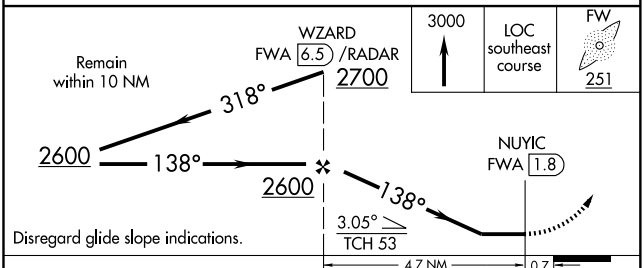
BACK COURSE



Cat E Procedure Turn NA.



DME or RADAR REQUIRED



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-14	1220-1 418 (500-1)		1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11981
CH 93609	047°	TDZE	815
W05A		Apt Elev	815

RNAV (GPS) RWY 5

FORT WAYNE INTL (FWA)

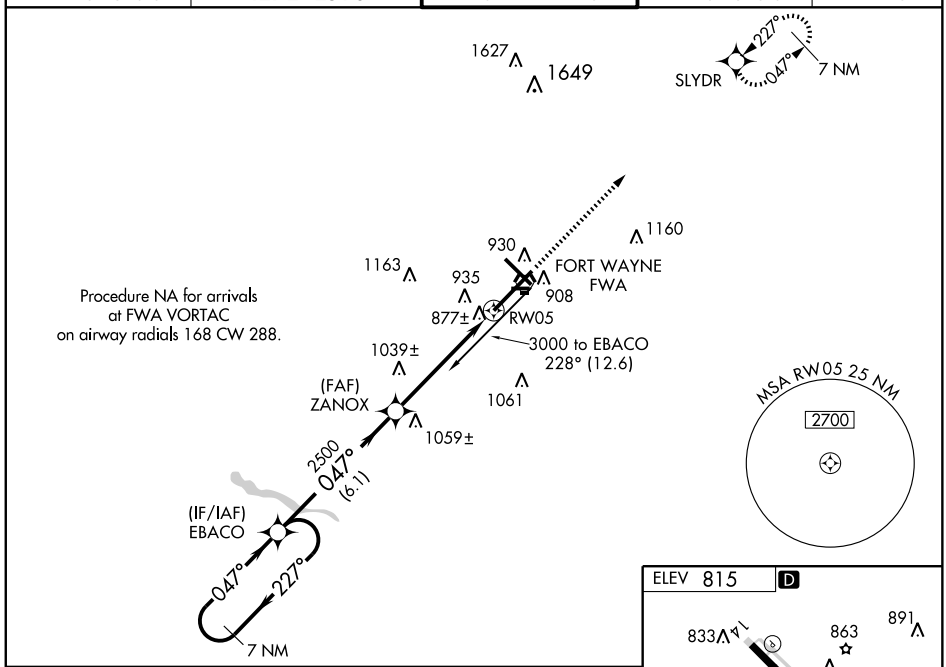
ASR

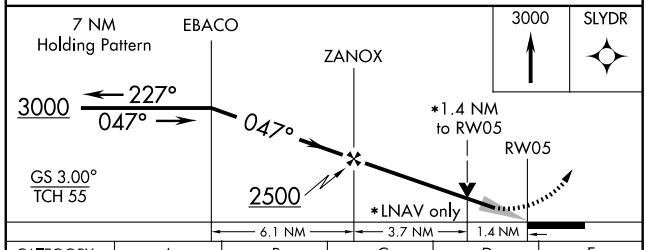
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

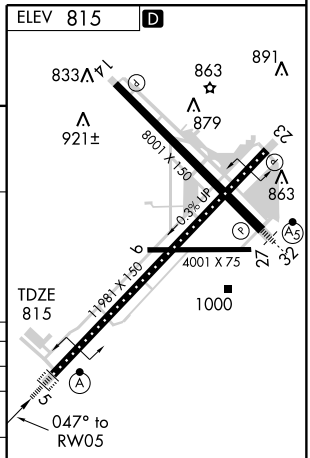
ALSF-2

MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)		1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8001
CH 86417	138°	TDZE	802
W14A		Apt Elev	814

RNAV (GPS) RWY 14

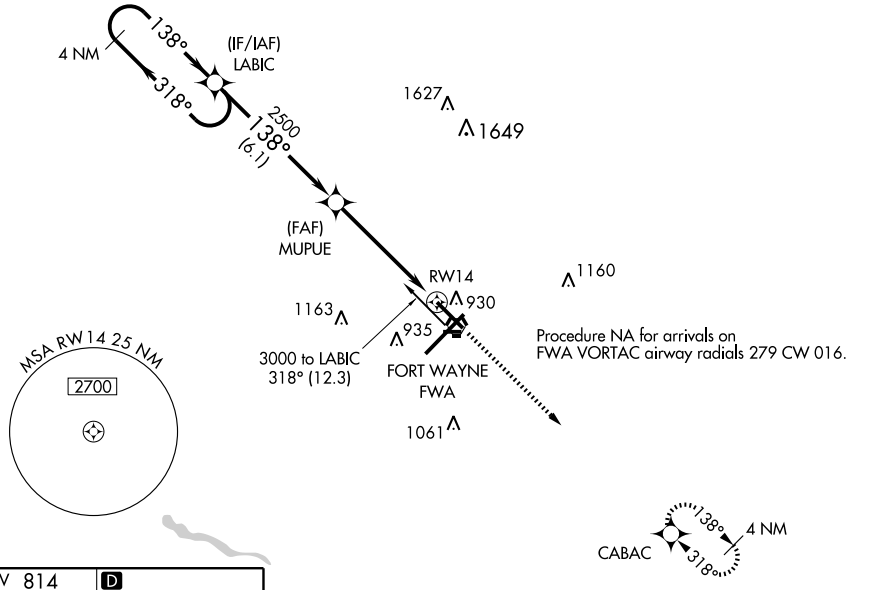
FORT WAYNE INTL (FWA)

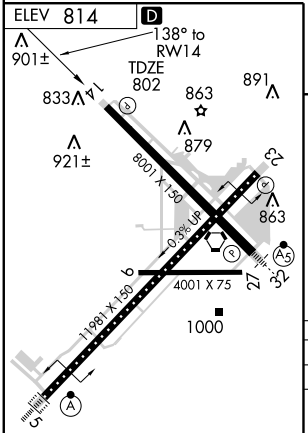
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

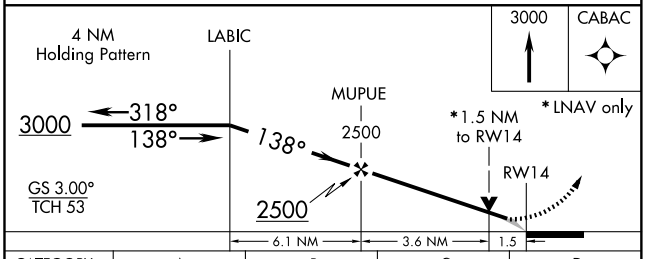
MISSED APPROACH: Climb to 3000 direct CABAC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1002-¾ 200 (200-¾)			
LNAV/ VNAV DA	1199-1¼ 397 (400-1¼)			
LNAV MDA	1320-1 518 (600-1)		1320-1½ 518 (600-1½)	1320-1¾ 518 (600-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 69599 W23A	APP CRS 227°	Rwy Idg 11981 TDZE 799 Apt Elev 815

RNAV (GPS) RWY 23

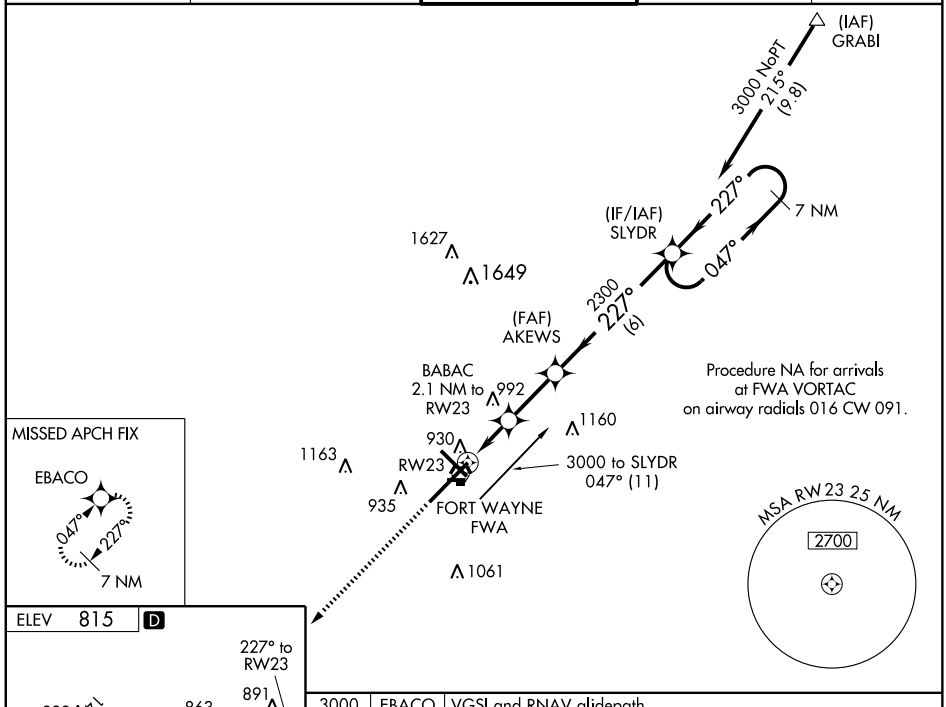
FORT WAYNE INTL (FWA)

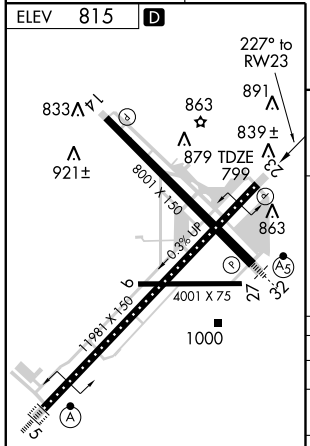
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

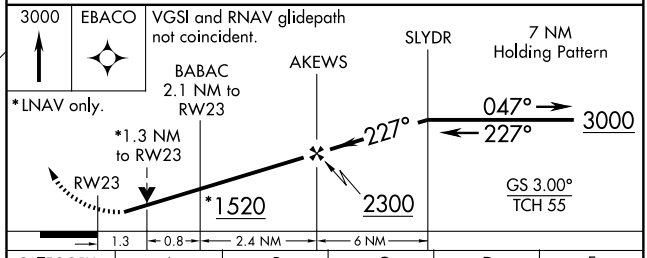
ASR

MISSED APPROACH: Climb to 3000 direct EBACO and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
LPV DA	1053/40 254 (300-¾)				
LNAV/VNAV DA	1230-1½ 431 (500-1½)				
LNAV MDA	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8001
CH 82417	318°	TDZE	800
W32A		Apt Elev	814

RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

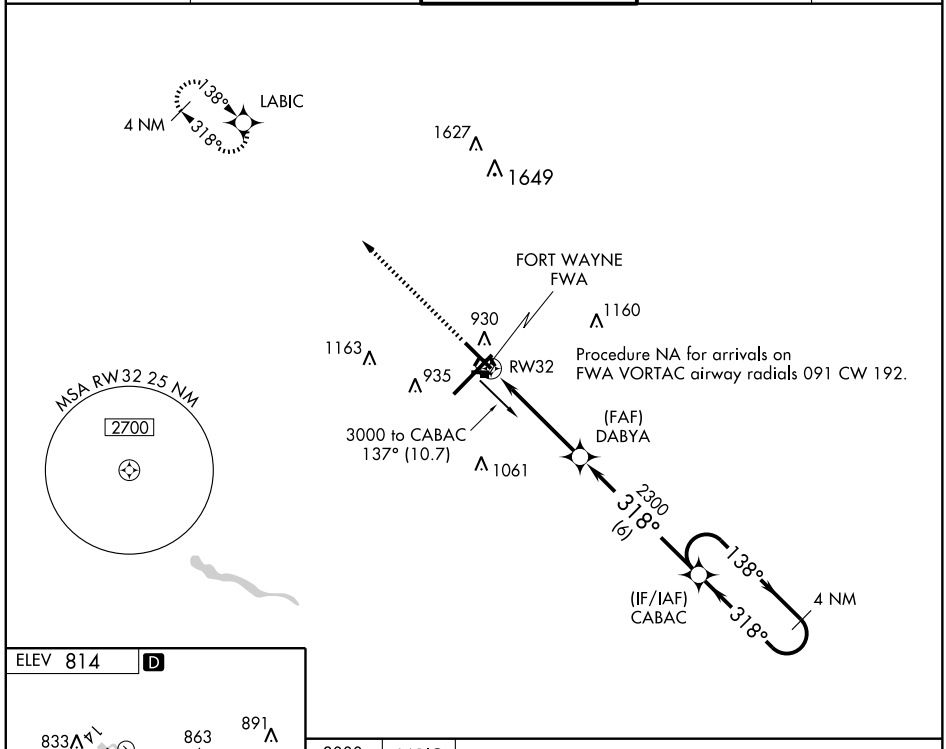
ASR

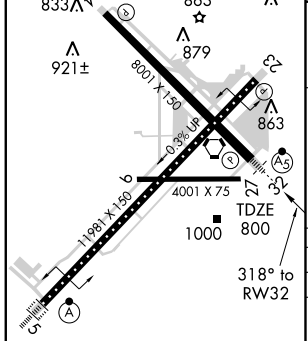
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

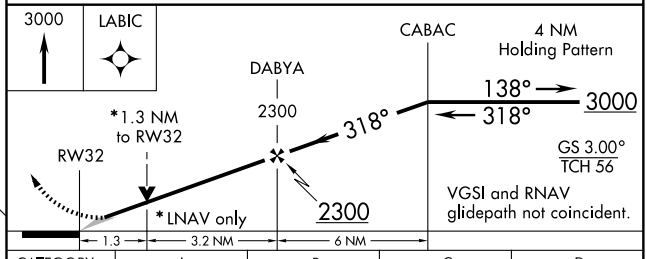
MISSED APPROACH: Climb to 3000 direct LABIC and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1000/24 200 (200-½)			
LNAV/VNAV DA	1250/50 450 (500-1)			
LNAV MDA	1280/24 480 (500-½)		1280/40 480 (500-¾)	1280/50 480 (500-1)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC FWA 117.8 Chan 125	APP CRS 048°	Rwy Idg 11981 TDZE 814 Apt Elev 814

VOR or TACAN RWY 5

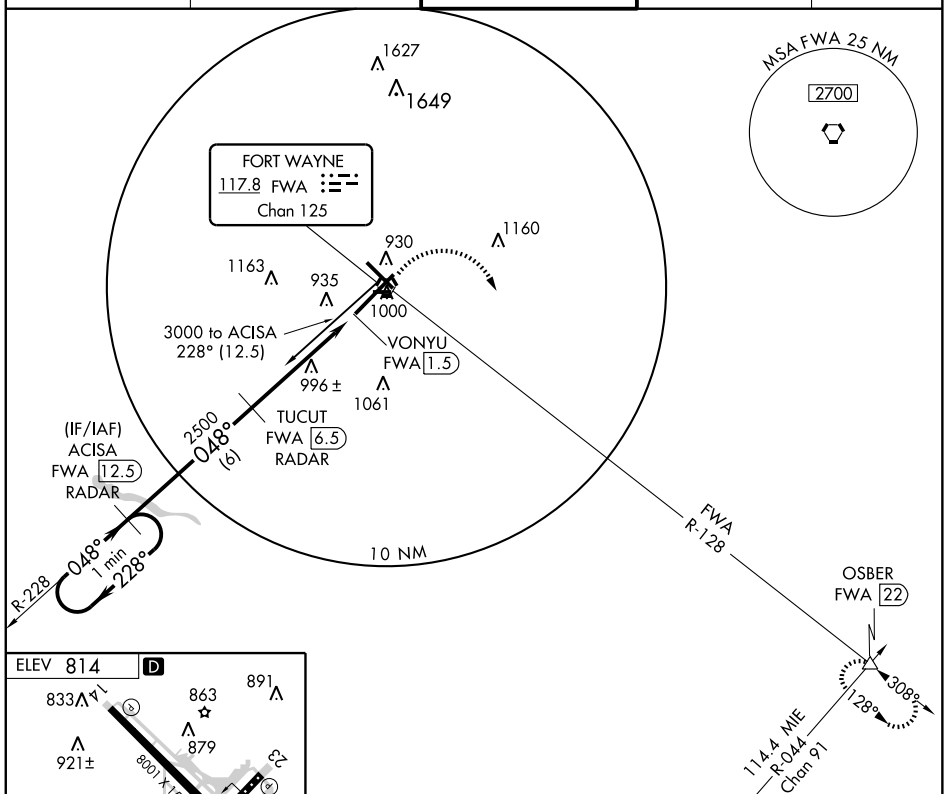
FORT WAYNE INTL (FWA)

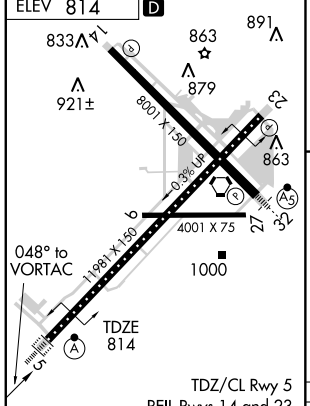
For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

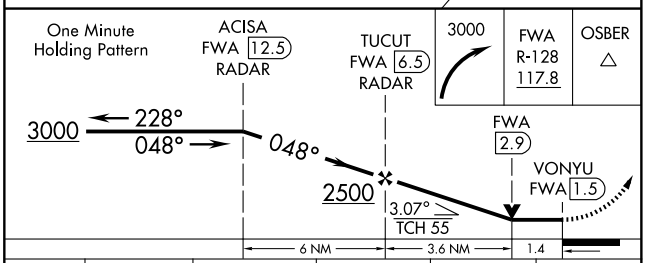
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-5	1320/24	506 (600-½)	1320/50	506 (600-1)	1320/60 506 (600-1¼)
CIRCLING	1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC FWA	APP CRS	Rwy Idg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

VOR or TACAN RWY 14

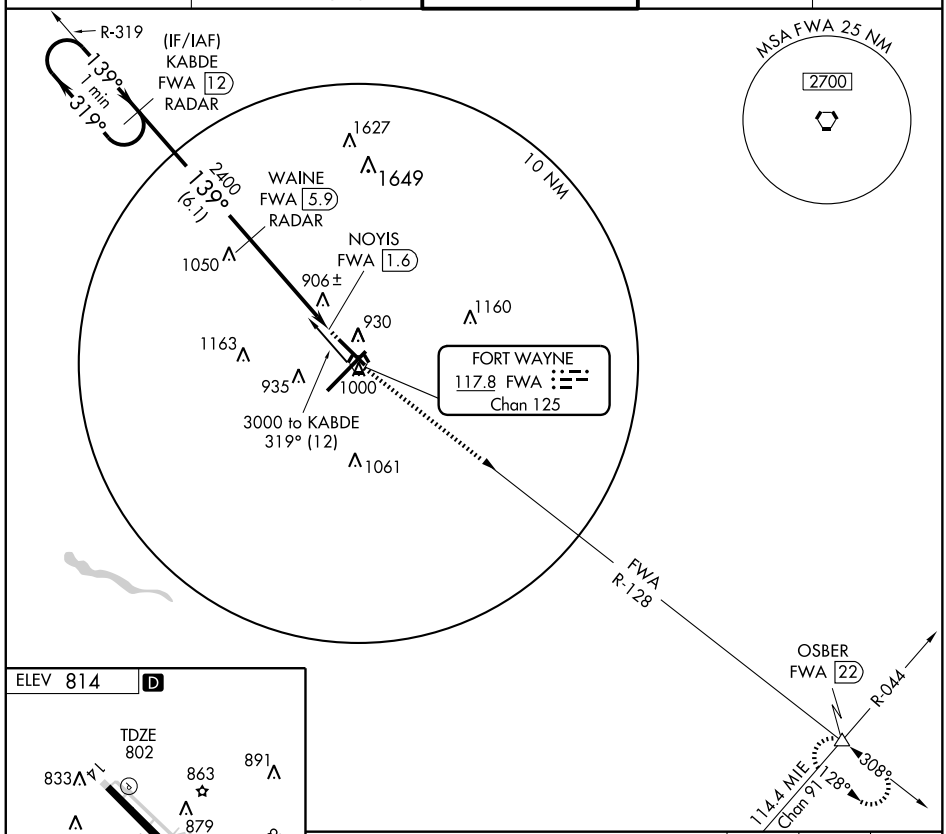
FORT WAYNE INTL (FWA)

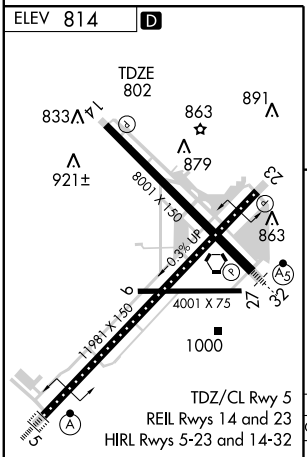
ASR

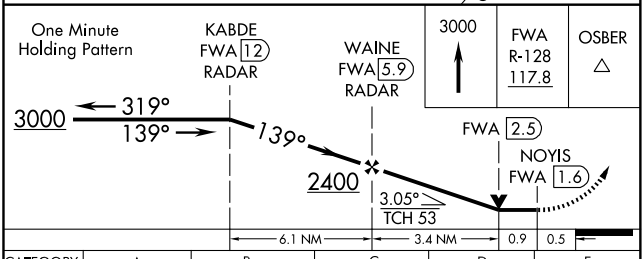
DME or RADAR Required.

MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	218°	TDZE	799
Chan 125		Apt Elev	814

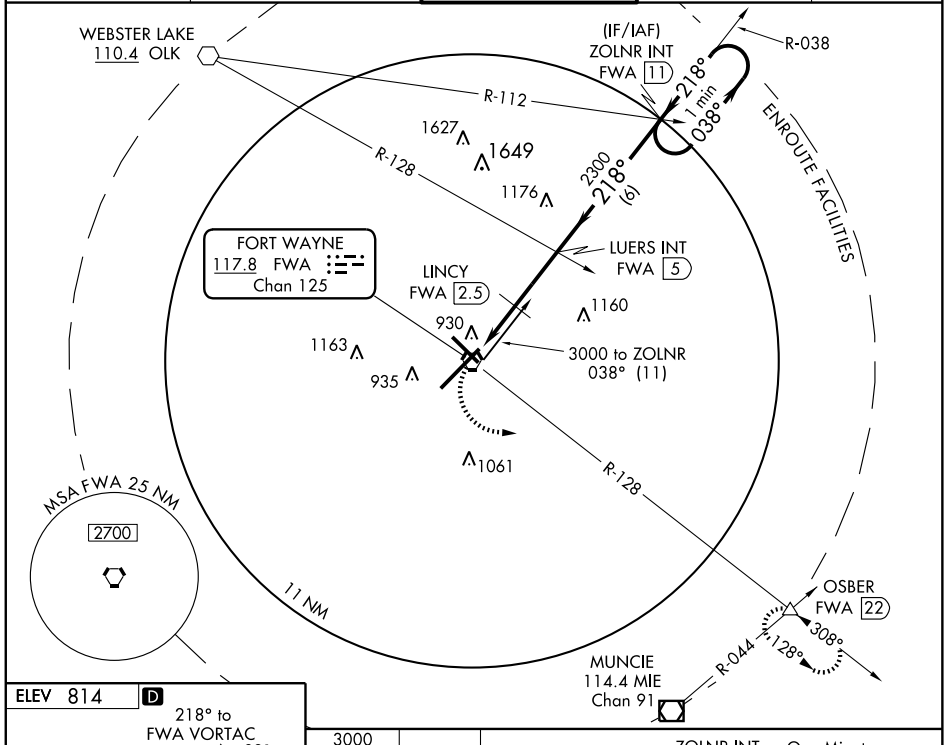
VOR or TACAN RWY 23

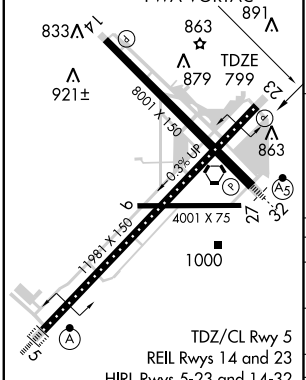
FORT WAYNE INTL (FWA)

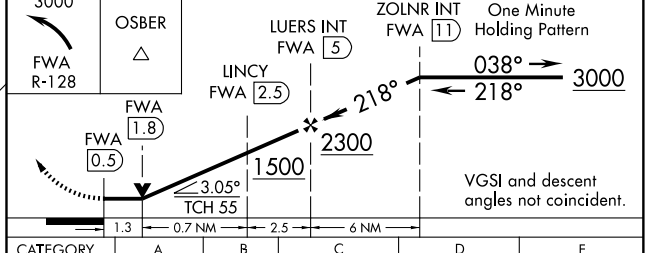
ASR

MISSED APPROACH: Climbing left turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-23	1500/50 701 (700-1)		1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 686 (700-1)		1500-2 686 (700-2)	1500-2¼ 686 (700-2¼)	1520-2½ 706 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 506 (600-1)		1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

GPS RWY 13

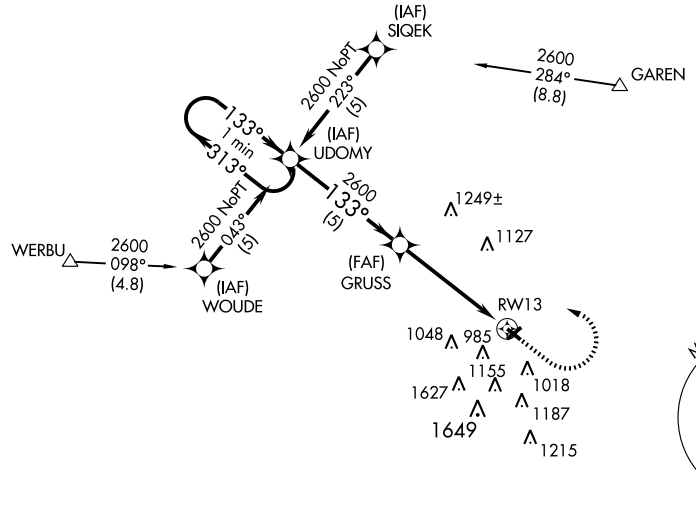
FORT WAYNE/ SMITH FIELD (SMD)

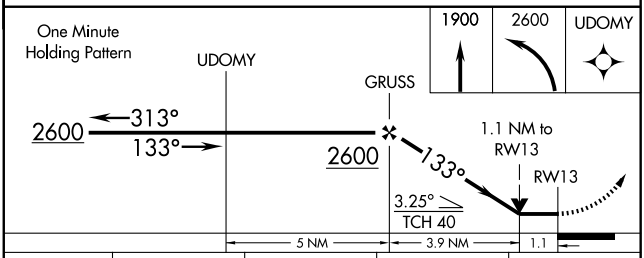
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

NA

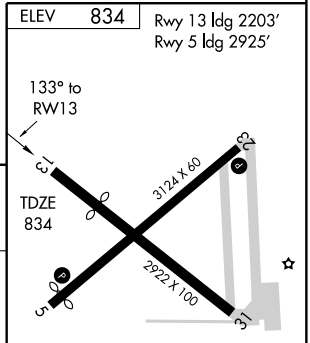
MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA



LIRL Rwy 5-23
MIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	834
		Apt Elev	834

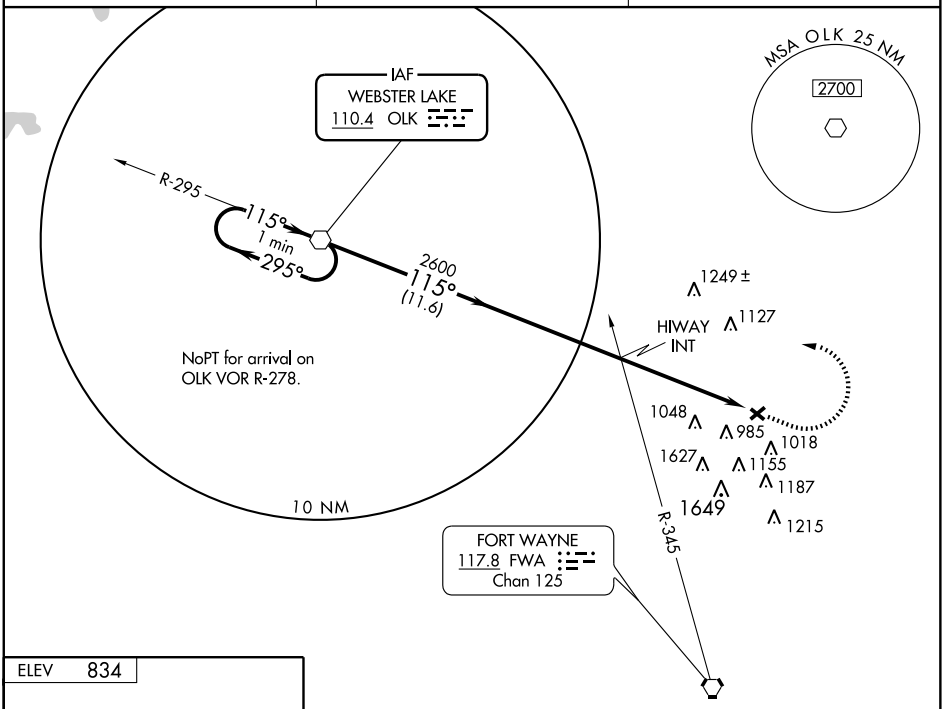
VOR RWY 13

FORT WAYNE/ SMITH FIELD (SMD)

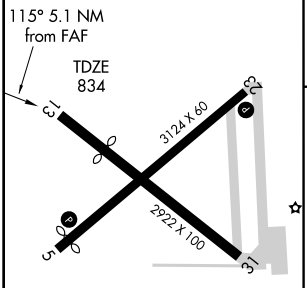
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF) L

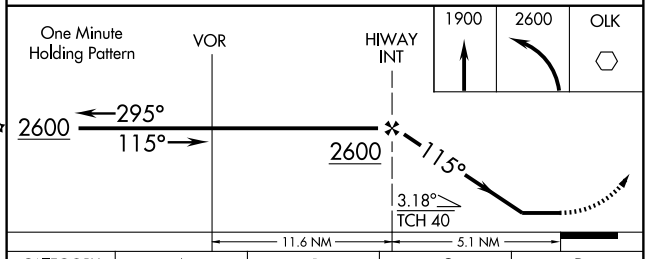


ELEV 834



LIRL Rwy 5-23
MIRL Rwy 5-23 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-13	1360-1	526 (600-1)	1360-1½ 526 (600-1½)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

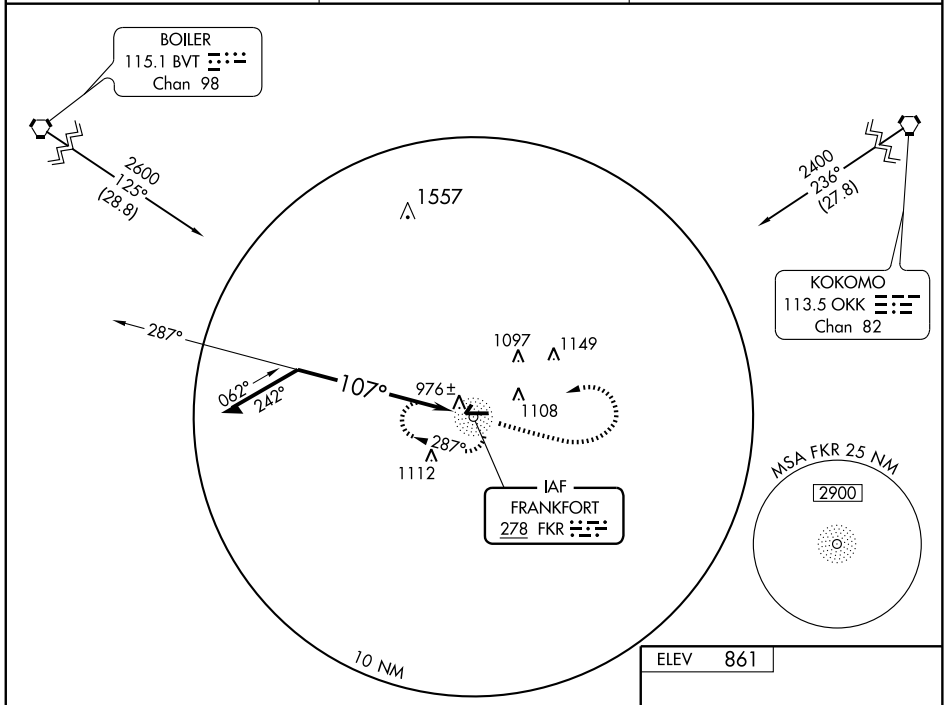
NDB FKR 278	APP CRS 107°	Rwy Idg 5000 TDZE 859 Apt Elev 861

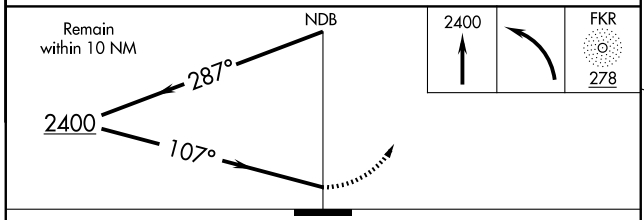
NDB RWY 9
FRANKFORT MUNI (FKR)

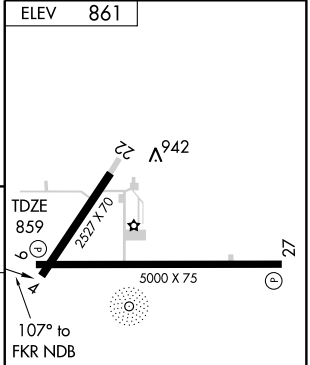
NA

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-9	1360-1	501 (500-1)	1360-1½	501 (500-1½)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
092°	TDZE	859
	Apt Elev	861

RNAV (GPS) RWY 9

FRANKFORT MUNI (FKR)

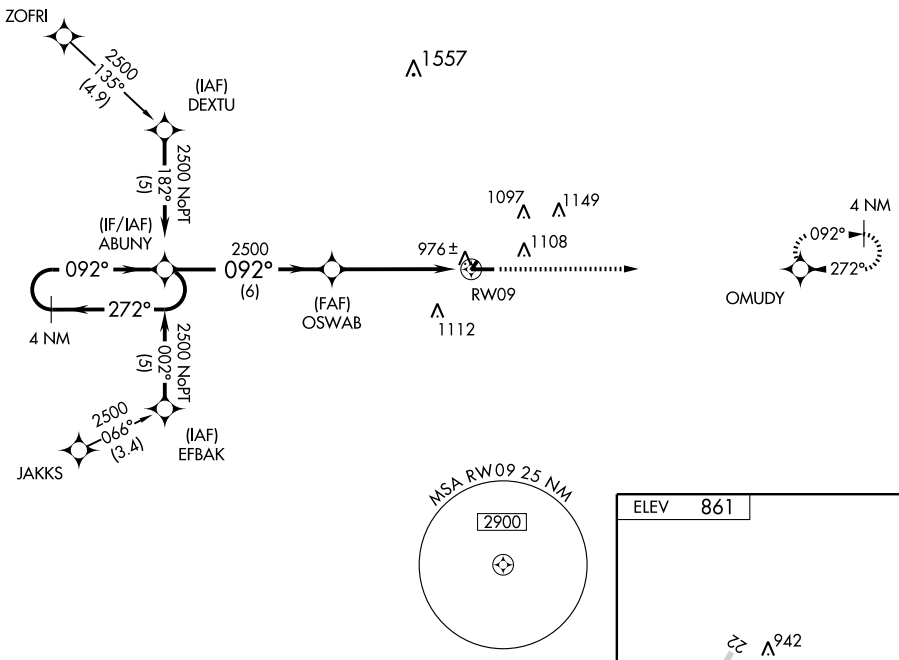
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

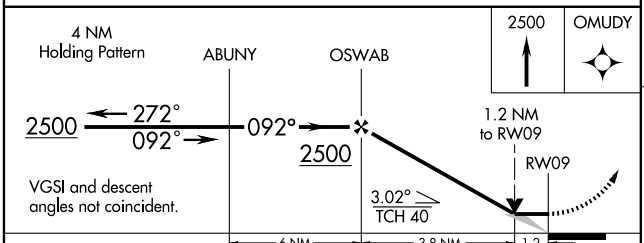
NA

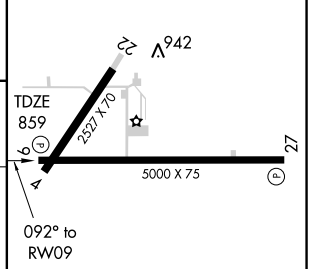
MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L

Procedure NA for arrival at ZOFRI via V51-87 northwestbound.







CATEGORY	A	B	C	D
LNAV MDA	1280-1	421 (500-1)	1280-1¼	421 (500-1¼)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

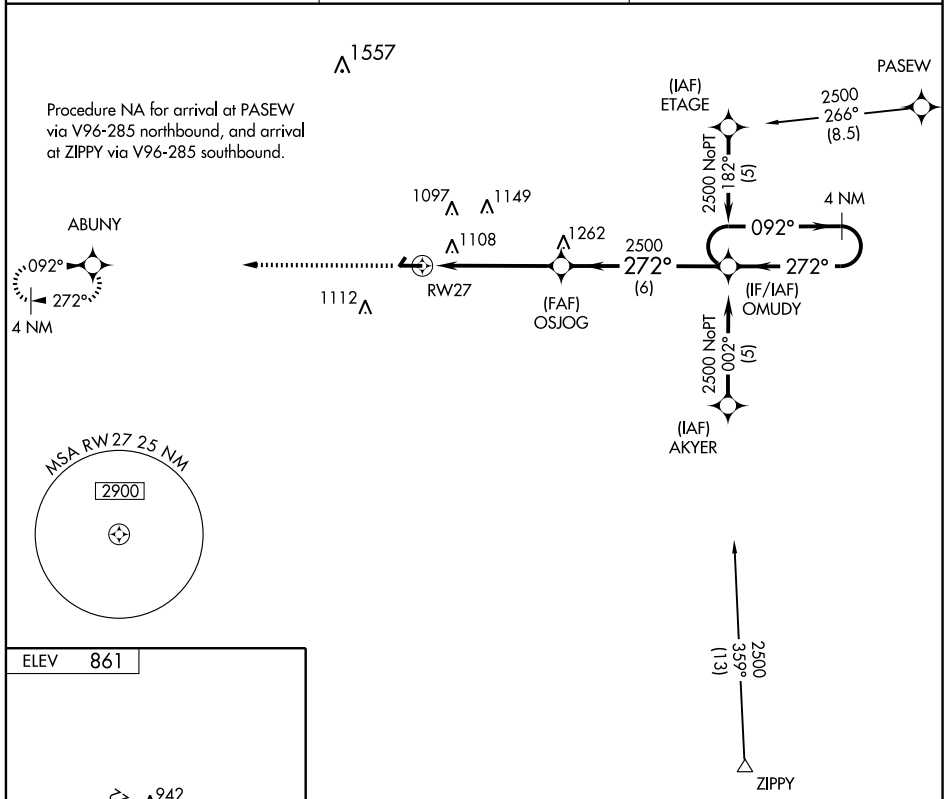
APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

RNAV (GPS) RWY 27

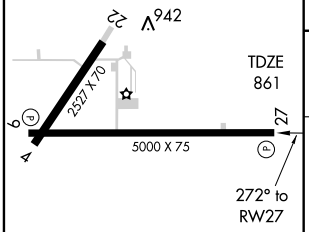
FRANKFORT MUNI (FKR)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.

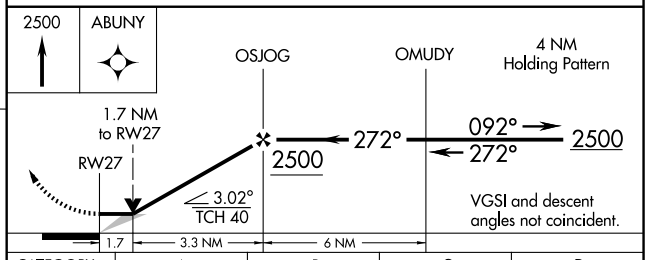
AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L



ELEV 861



272° to RW27



CATEGORY	A	B	C	D
LNAV MDA	1420-1	559 (600-1)	1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1460-1	599 (600-1)	1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

APP CRS	Rwy ldg	5500
258°	TDZE	792
	Apt Elev	792

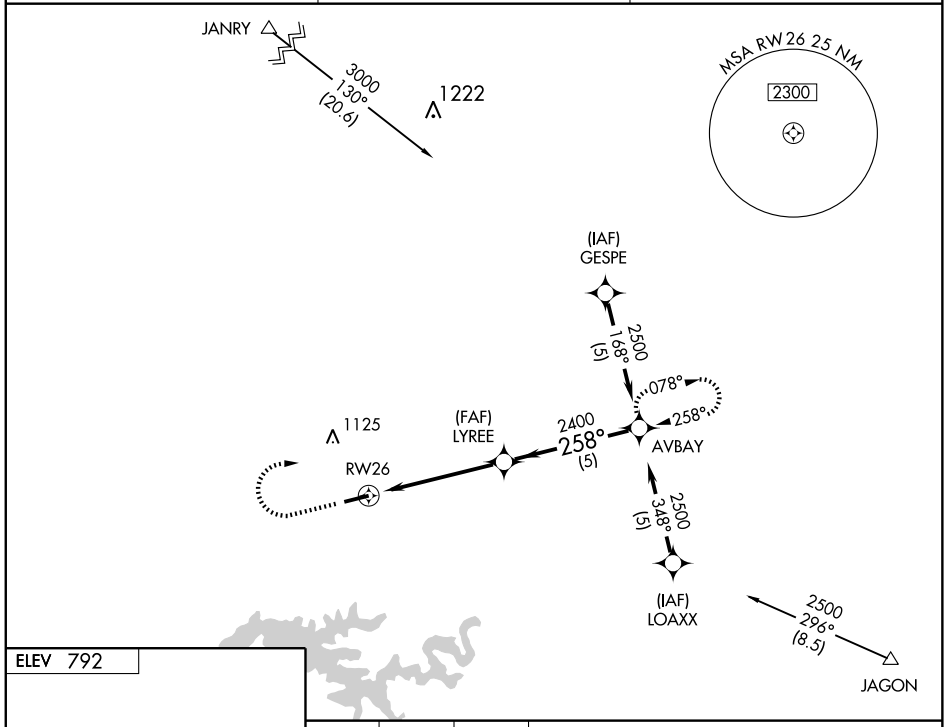
GPS RWY 26
FRENCH LICK MUNI (FRH)

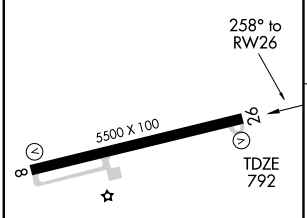
NA

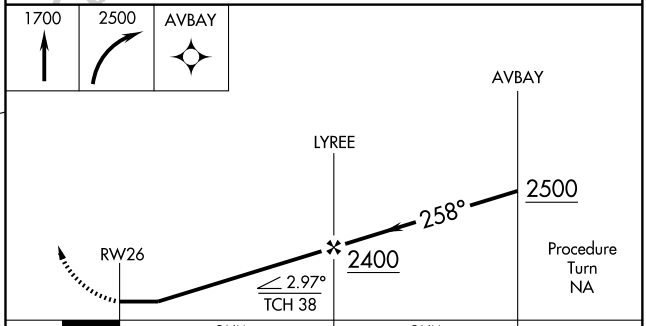
Use Louisville/Standiford altimeter setting.

MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-26	1340-1	548 (600-1)	1340-1½ 548 (600-1½)	1340-1¾ 548 (600-1¾)
CIRCLING	1440-1	648 (700-1)	1440-1¾ 648 (700-1¾)	1640-2¾ 848 (900-2¾)

MIRL Rwy 8-26 L
REIL Rwy 26

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

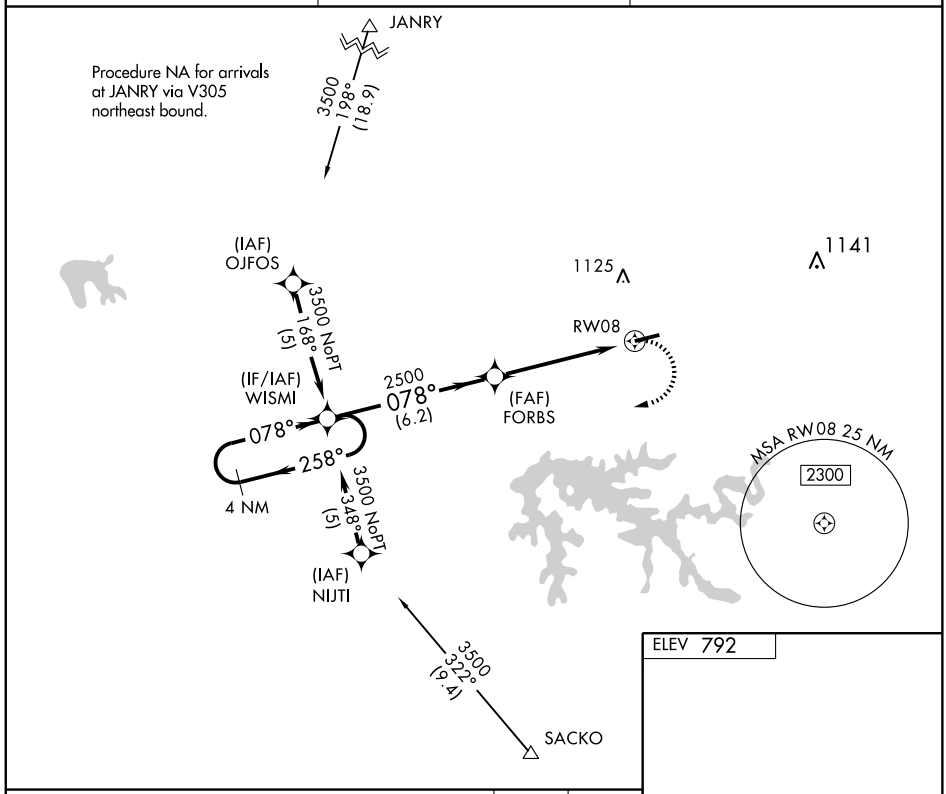
RNAV (GPS) RWY 8
FRENCH LICK MUNI (FRH)

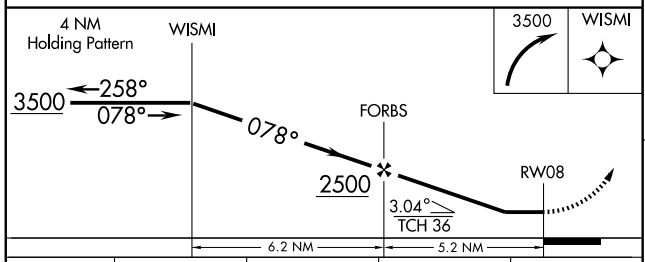
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

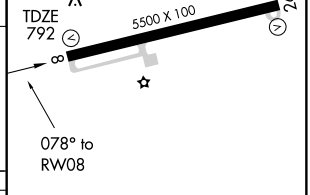
NA

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	448 (500-1)	1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1	488 (500-1)	1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

MIRL Rwy 8-26 L
REIL Rwy 26

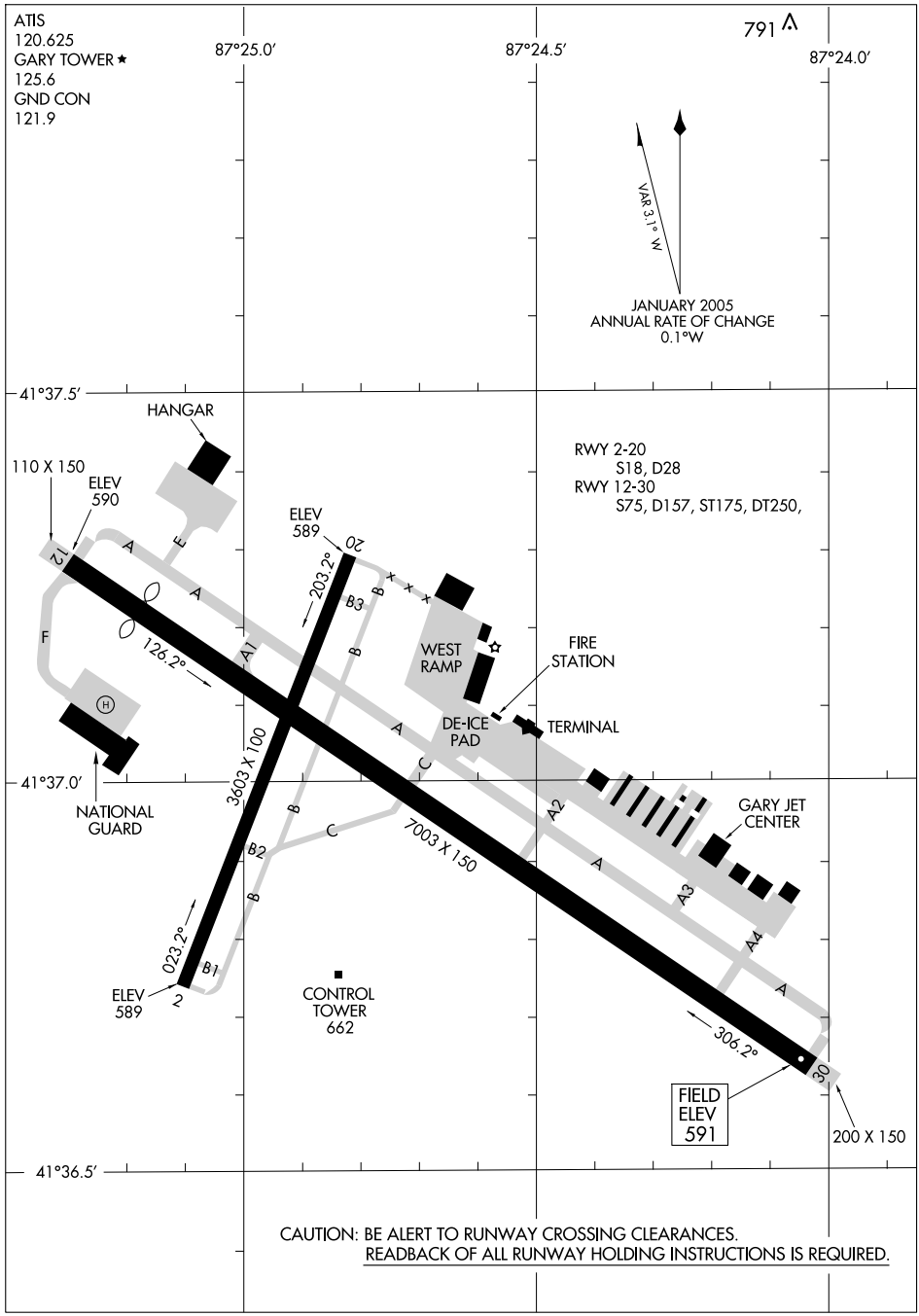
EC-2, 03 JUN 2010 to 01 JUL 2010

09015

AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA

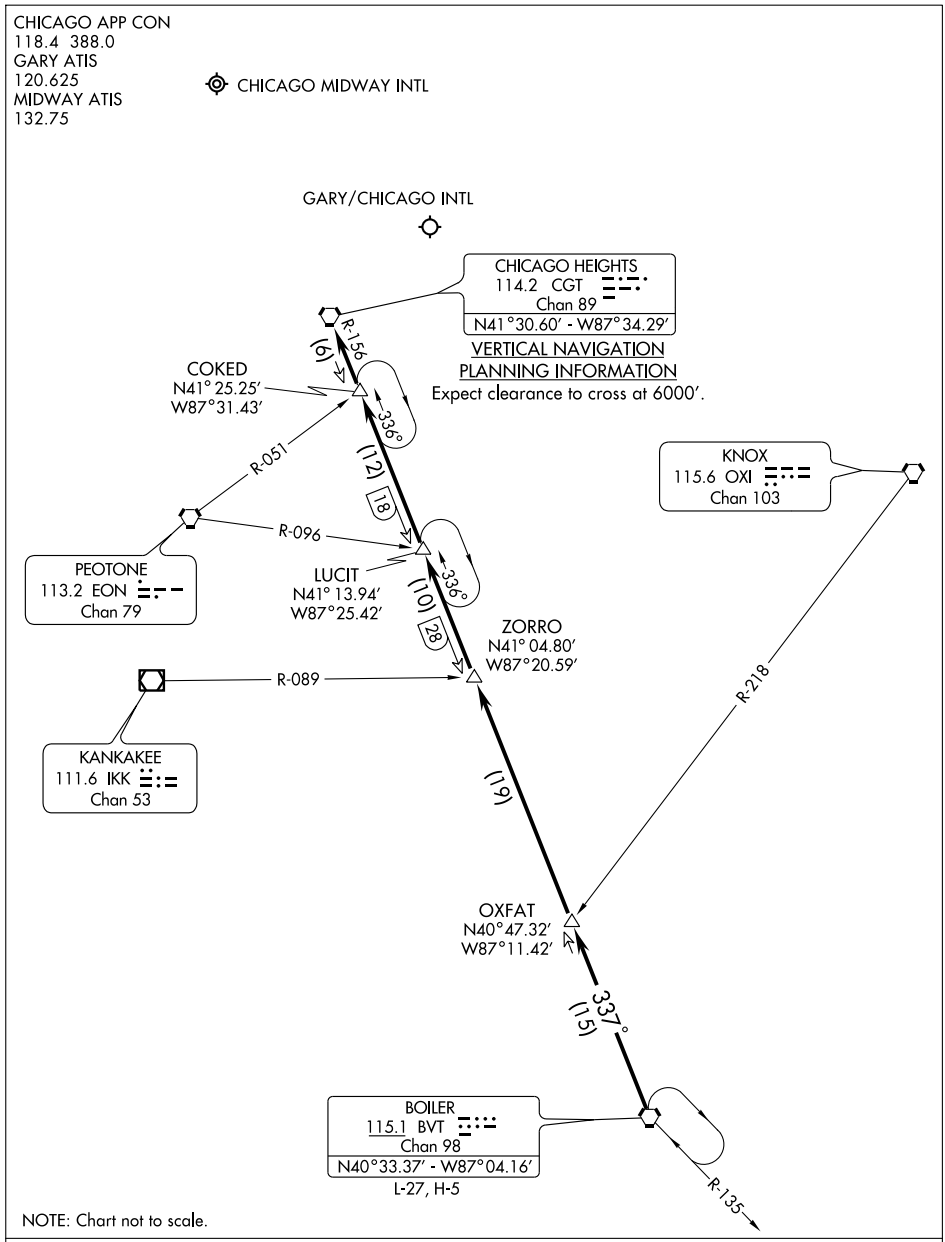


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 03 JUN 2010 to 01 JUL 2010

BOILER TWO ARRIVAL (BVT.BVT2) ST-81 (FAA)

CHICAGO, ILLINOIS



From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.
Expect vectors to final approach course.

EC-3, 03 JUN 2010 to 01 JUL 2010

LOC I-GYY	APP CRS	Rwy Idg	7003
108.75	306°	TDZE	592
Chan 24 (Y)		Apt Elev	592

COPTER ILS RWY 30

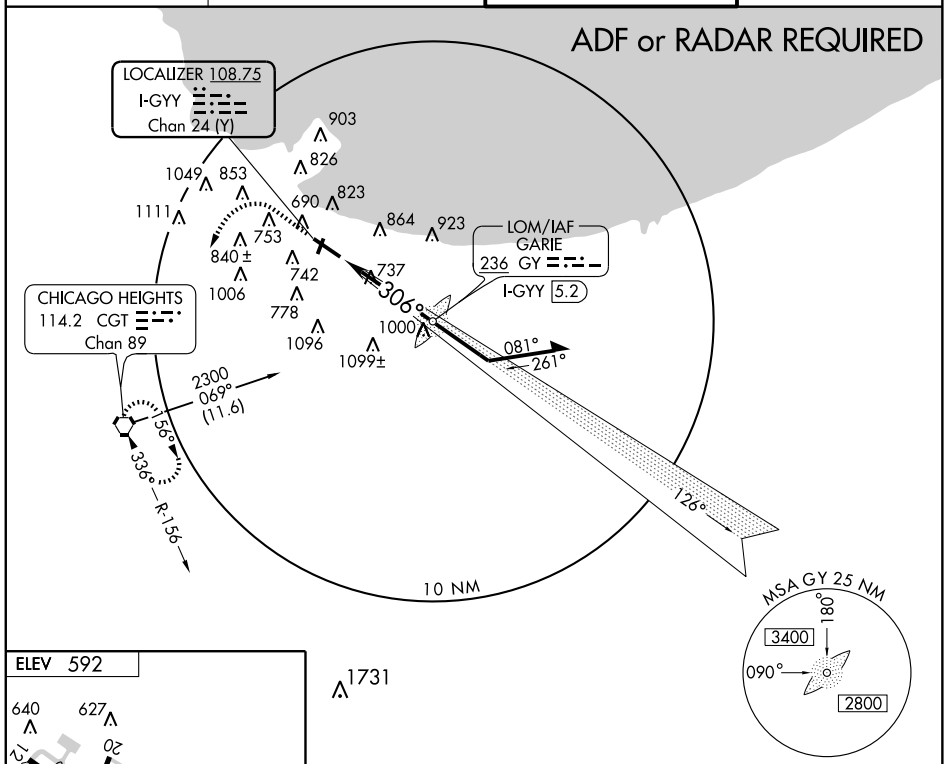
GARY/CHICAGO INTL (GYY)

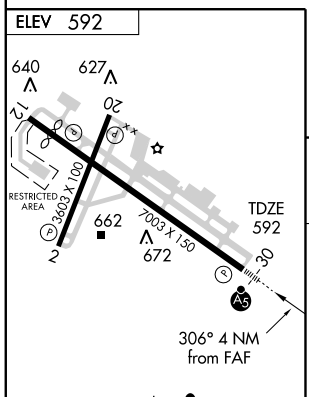
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

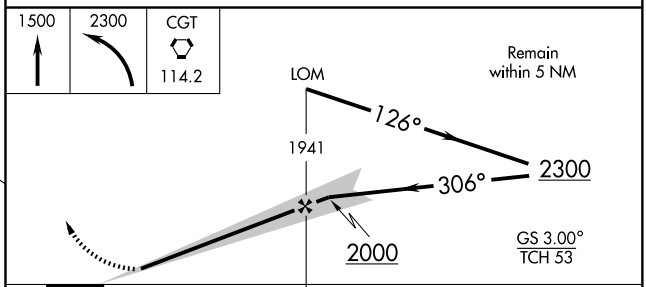
ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF or RADAR REQUIRED





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

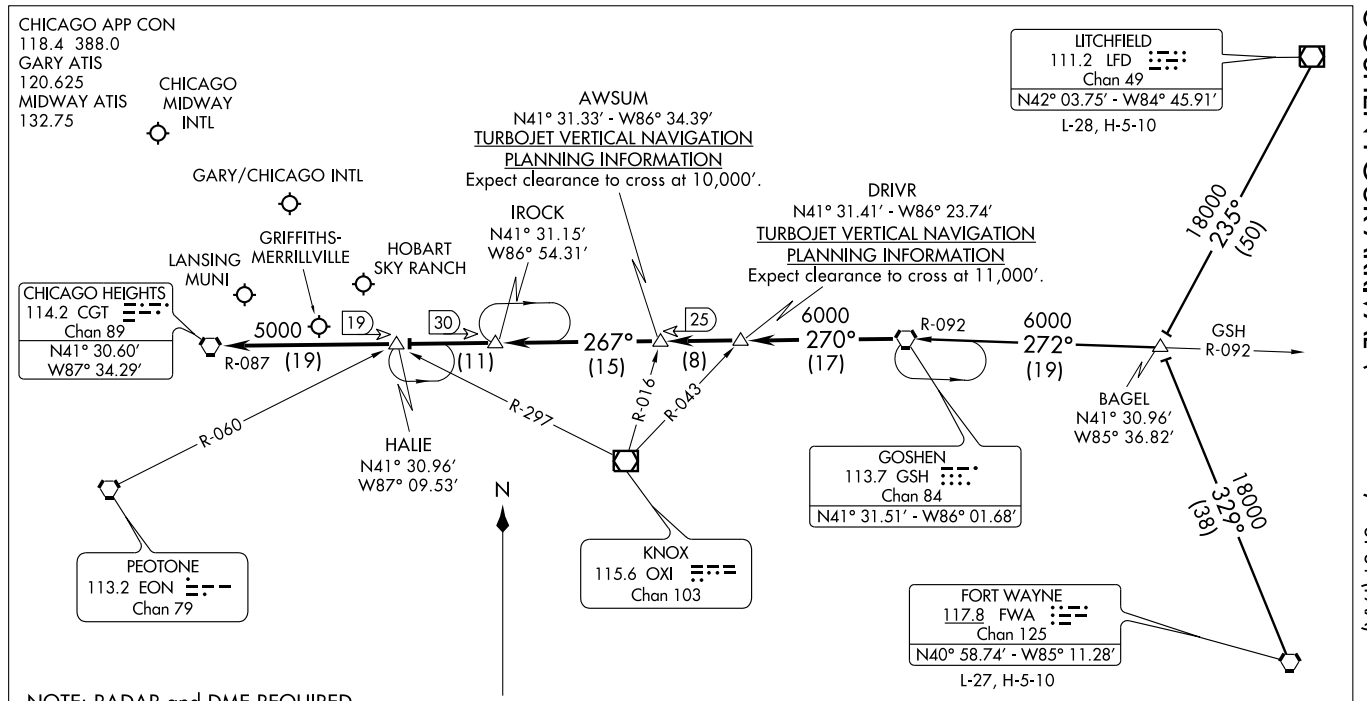


FAF to MAP 4 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
S–ILS 30	792-¼ 200 (200-¼)
S–LOC 30	1000-¼ 408 (500-¼)
CIRCLING	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

LOC/DME I-GYY	APP CRS	Rwy Idg	7003
108.75	306°	TDZE	591
Chan 24 (Y)		Apt Elev	591

ILS or LOC RWY 30

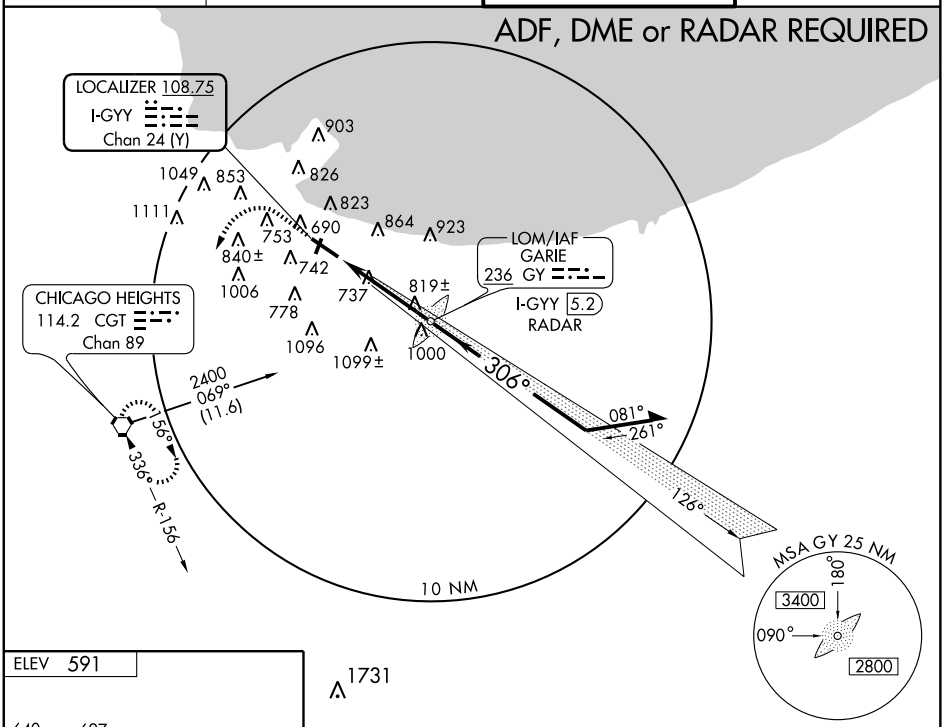
GARY/CHICAGO INTL (GYY)

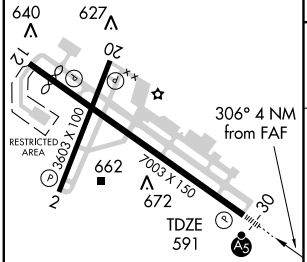
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¾ mile.

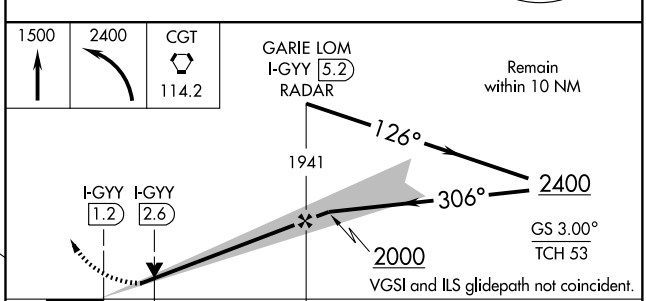
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







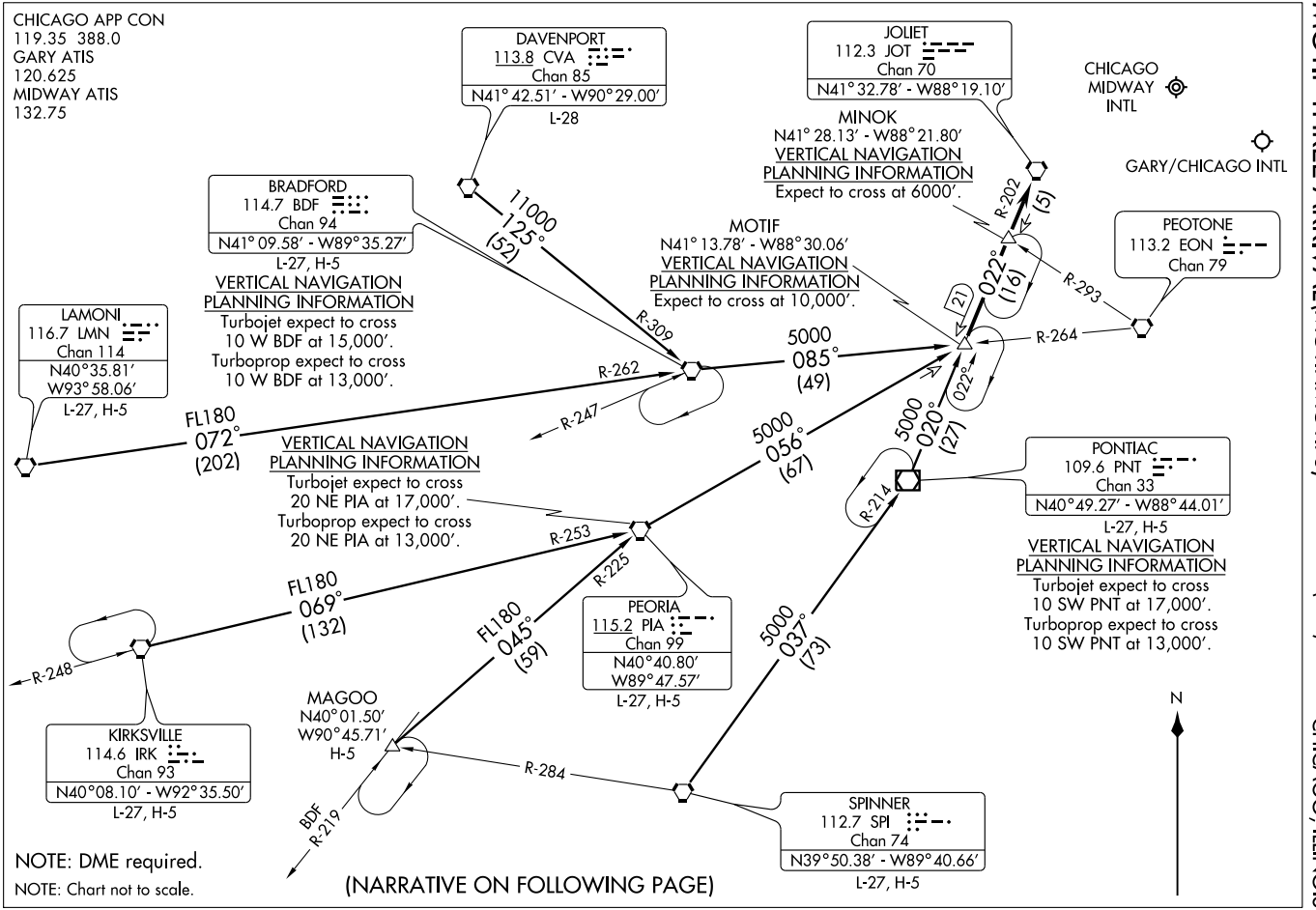
REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1080/24 489 (500-½)		1080/40 489 (500-¾)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1½ 589 (600-1½)	1180-2 589 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010


CHICAGO APP CON
119.35 388.0
GARY ATIS
120.625
MIDWAY ATIS
132.75
DAVENPORT
113.8 CVA
Chan 85
N41° 42.51′ - W90° 29.00′
L-28
JOLIET
112.3 JOT
Chan 70
N41° 32.78′ - W88° 19.10′
CHICAGO MIDWAY INTL
GARY/CHICAGO INTL
MINOK
N41° 28.13′ - W88° 21.80′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 6000′.
BRADFORD
114.7 BDF
Chan 94
N41° 09.58′ - W89° 35.27′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 10 W BDF at 15,000′.
Turboprop expect to cross 10 W BDF at 13,000′.
MOTIF
N41° 13.78′ - W88° 30.06′
VERTICAL NAVIGATION PLANNING INFORMATION
Expect to cross at 10,000′.
PEOTONE
113.2 EON
Chan 79
LAMONI
116.7 LMN
Chan 114
N40° 35.81′
W93° 58.06′
L-27, H-5
11000
125°
(52)
R-309
R-202
(5)
022°
(16)
(21)
R-293
R-264
5000
085°
(49)
R-262
R-247
FL180
072°
(202)
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 20 NE PIA at 17,000′.
Turboprop expect to cross 20 NE PIA at 13,000′.
5000
056°
(67)
5000
020°
(27)
022°
PONTIAC
109.6 PNT
Chan 33
N40° 49.27′ - W88° 44.01′
L-27, H-5
VERTICAL NAVIGATION PLANNING INFORMATION
Turbojet expect to cross 10 SW PNT at 17,000′.
Turboprop expect to cross 10 SW PNT at 13,000′.
R-214
R-253
R-225
FL180
069°
(132)
FL180
045°
(59)
5000
037°
(73)
PEORIA
115.2 PIA
Chan 99
N40° 40.80′
W89° 47.57′
L-27, H-5
R-248
KIRKSVILLE
114.6 IRK
Chan 93
N40° 08.10′ - W92° 35.50′
L-27, H-5
MAGOO
N40° 01.50′
W90° 45.71′
H-5
R-284
BDF
R-219
SPINNER
112.7 SPI
Chan 74
N39° 50.38′ - W89° 40.66′
L-27, H-5
N
NOTE: DME required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

MOTIF THREE ARRIVAL (MOTIF.MOTIF3) ST-81 (FAA) CHICAGO, ILLINOIS

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 03 JUN 2010 to 01 JUL 2010

LOM GY 236	APP CRS 306°	Rwy Idg 7003 TDZE 592 Apt Elev 592

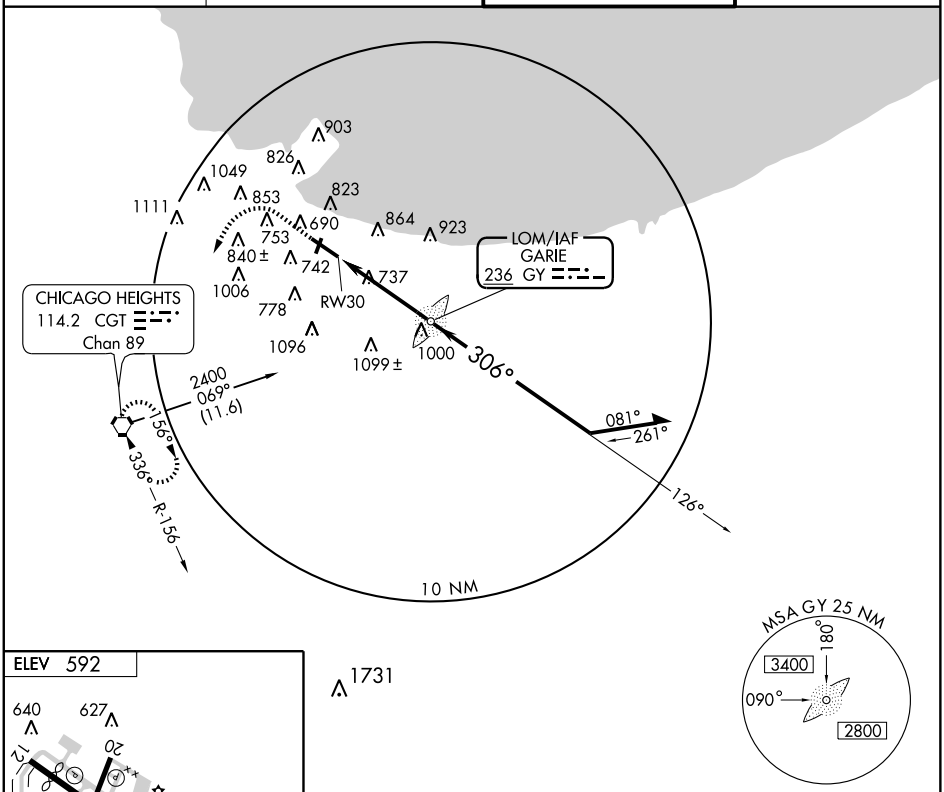
NDB or GPS RWY 30

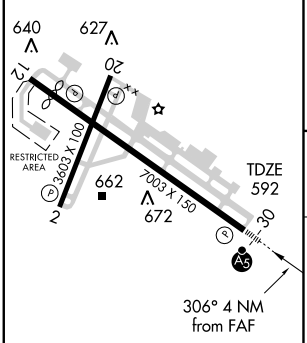
GARY/CHICAGO INTL (GYY)

MALSR

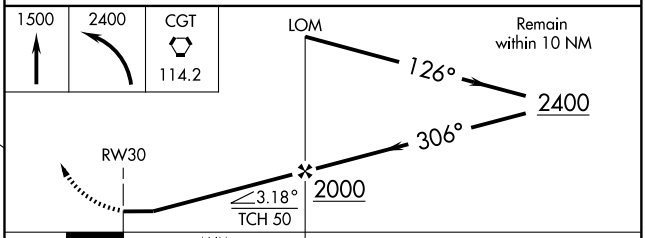
MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





1731



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3603
203°	TDZE	591
	Apt Elev	592

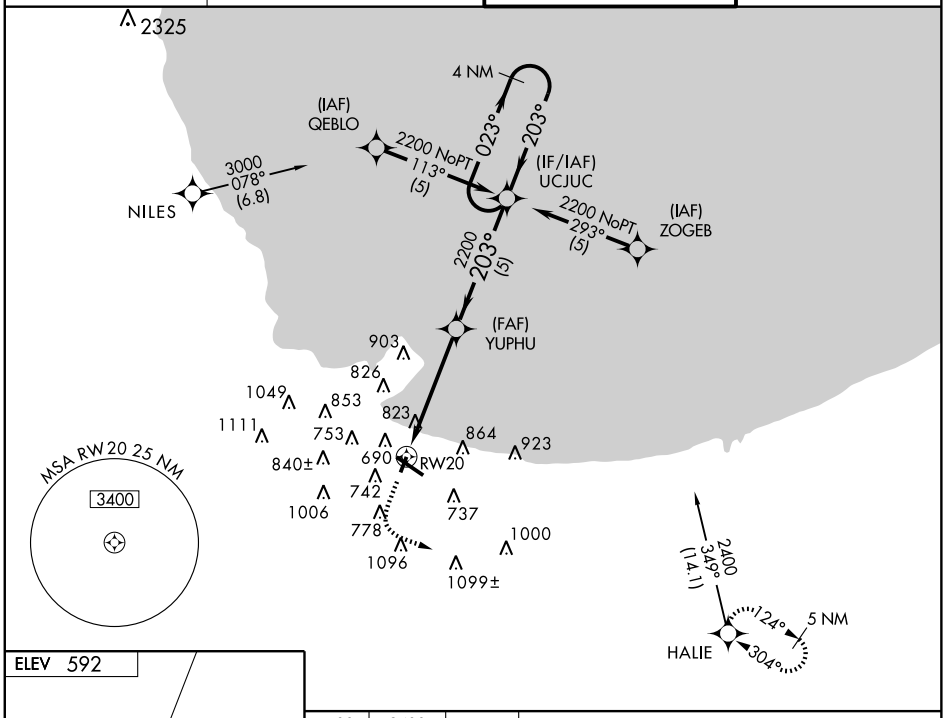
RNAV (GPS) RWY 20

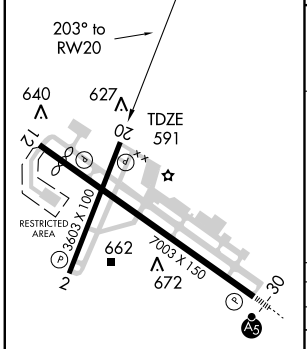
GARY/CHICAGO INTL (GYY)

GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.

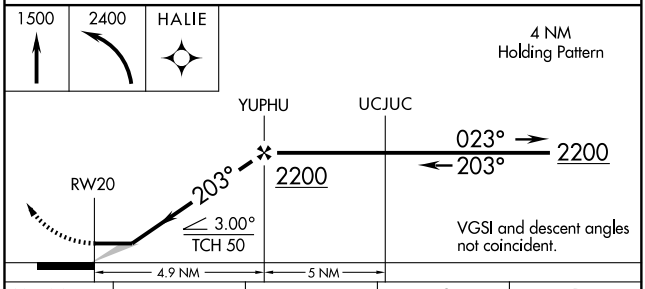
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6290
126°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 12

GARY/CHICAGO INTL (GYY)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

2325

(IAF) KEGLE 2800

220° 040° 4 NM

2000 223° (5)

MAX 180 KIAS (IF) TRAYC

2000 (4.3)

(FAF) PADKE

126° (3.5)

903 826 823 690 1049 853 753 1111 670 RW12 864 923 840± 742 737 1006 778 1096 1099± 1000

304° (11.1)

JAMUS

2300 to Kegle 300° (16.7)

FEBAG 7300

126° (5.9) (12.9)

MISOE

MSA RW12 25 NM

3400

ELEV 591

126° to RW12

TDZE 591

640 627

RESTRICTED AREA

3603 X 100

7003 X 150

662 672

2 12 20 30

REIL Rwys 2, 12 and 20 L

HIRL Rwy 12-30 L

MIRL Rwy 2-20 L

MAX 180 KIAS TRAYC

Procedure Turn NA

2000

GP 3.60° TCH 65

126°

2000

126°

PADKE

2000

RW12

2300	MISOE	JAMUS	KEGLE
126° TRK		304° TRK	

4.3 NM 3.5 NM

CATEGORY	A	B	C	D
RNP 0.13 DA	923-1	332 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7003
306°	TDZE	591
	Apt Elev	591

RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.

MALSR

MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

RADAR REQUIRED

KEGLE 220° 040° 4 NM

DANGE 028° (3.8)

903 826 823 690 HOSEN 864 923 1049 853 1111 753 840± 742 663 699 1006 RW30 778 737 306° (4.2) 1096 1099± 1000 (FAF) JATEK 2000 306° (6) (IF) EBGIN 1320

(IAF) FEBAG 2300 216° (9.5)

(IAF) ALIME 2300 036° (5)

MSA RW30 25 NM 3400

ELEV 591

640 627 20 12 0 RESTRICTED AREA 3500 X 100 7003 X 150 662 672 TDZE 591 2 30

306° to RW30

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

2100 TRK 306° HOSEN DANGE TRK 028° KEGLE

TCH: 641 MSL

JATEK 2000 306° EBGIN 2300 RW30 2000

GS 3.00° TCH 50 #

4.2 NM 6 NM

CATEGORY	A	B	C	D
RNP 0.13 DA	936-¾ 345 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy Idg 3603 TDZE 591 Apt Elev 592

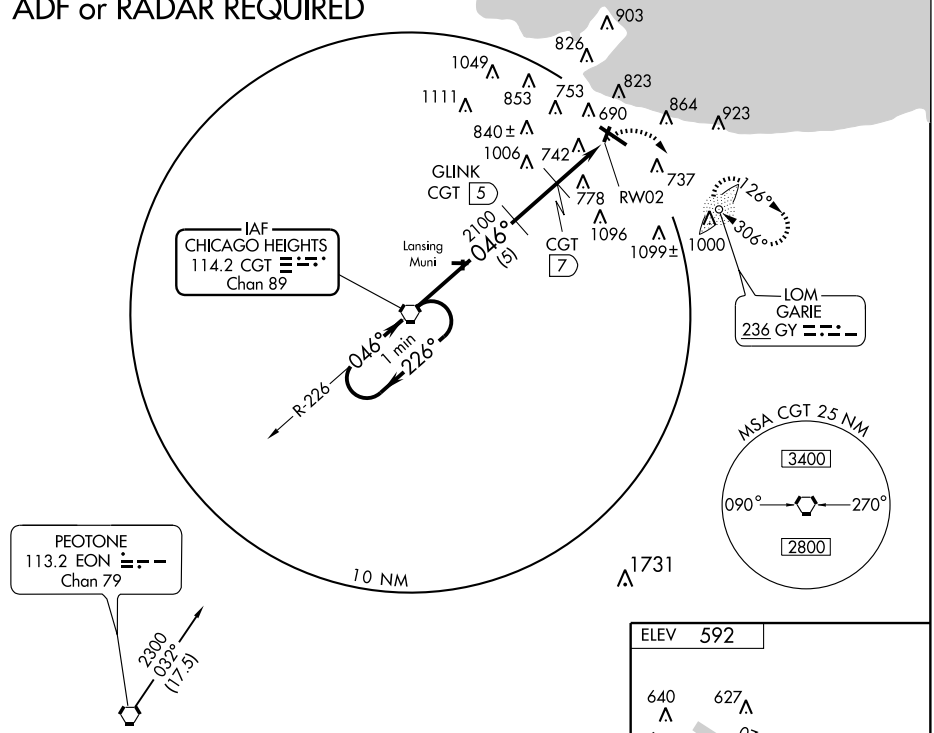
VOR/DME or GPS RWY 2

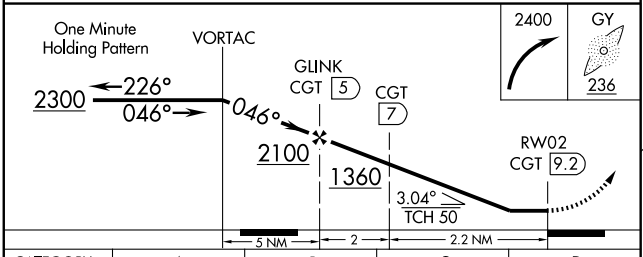
GARY/CHICAGO INTL (GYY)

MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.

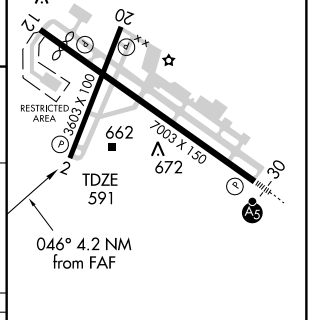
ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9

ADF or RADAR REQUIRED





CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 03 JUN 2010 to 01 JUL 2010

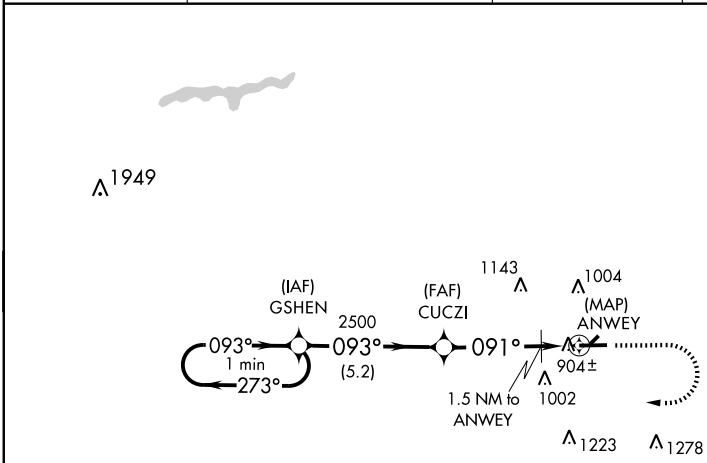
APP CRS	Rwy Idg	6050
091°	TDZE	825
	Apt Elev	827

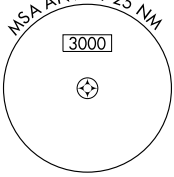
GPS RWY 9
GOSHEN MUNI (GSH)

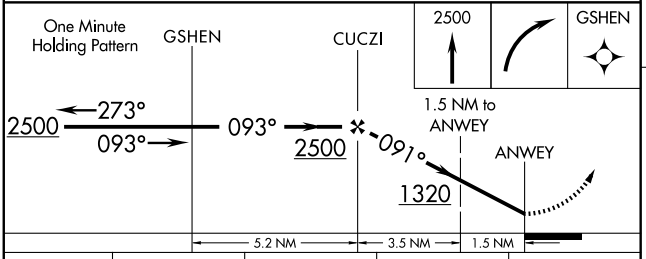
NA

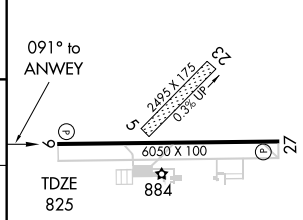
MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-9	1160-1 335 (400-1)			
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-GSH	APP CRS	Rwy Idg	6050
108.3	273°	TDZE	827
		Apt Elev	827

ILS or LOC RWY 27

GOSHEN MUNI (GSH)

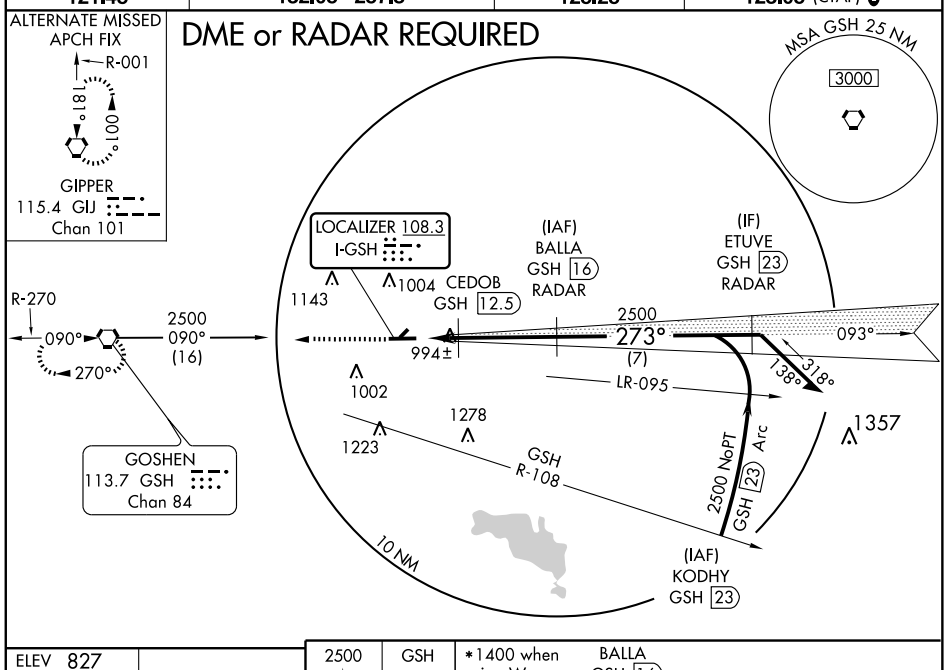
DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

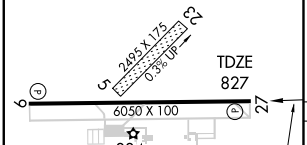
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

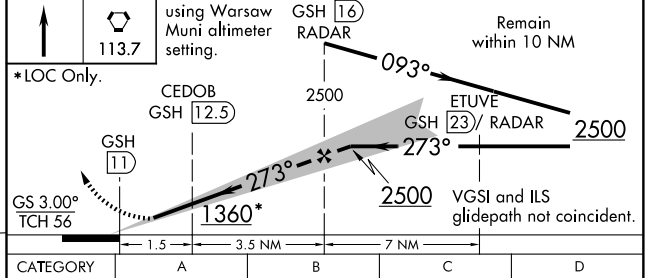
ALTERNATE MISSED APCH FIX
R-001
181°
100°
GIPPER
115.4 GIJ
Chan 101

DME or RADAR REQUIRED



ELEV 827





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 27	1027-¾		200 (200-¾)	
S-LOC 27	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

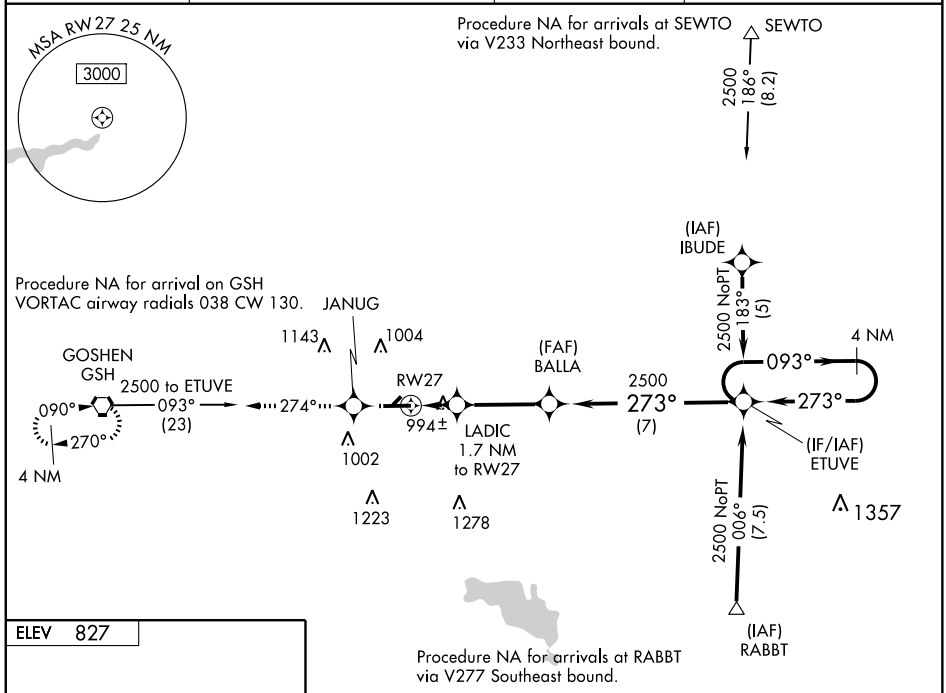
WAAS	APP CRS	Rwy Idg	6050
CH 97606	273°	TDZE	827
W27A		Apt Elev	827

RNAV (GPS) RWY 27
GOSHEN MUNI (GSH)

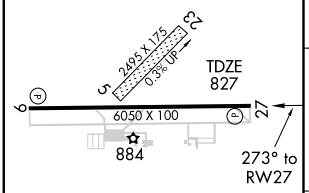
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

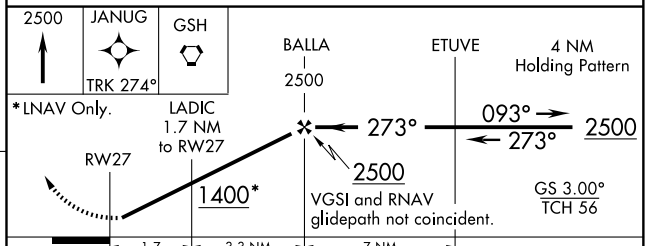
MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



ELEV 827





CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1307-1¾ 480 (500-1¾)			
LNAV MDA	1260-1 433 (500-1)		1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

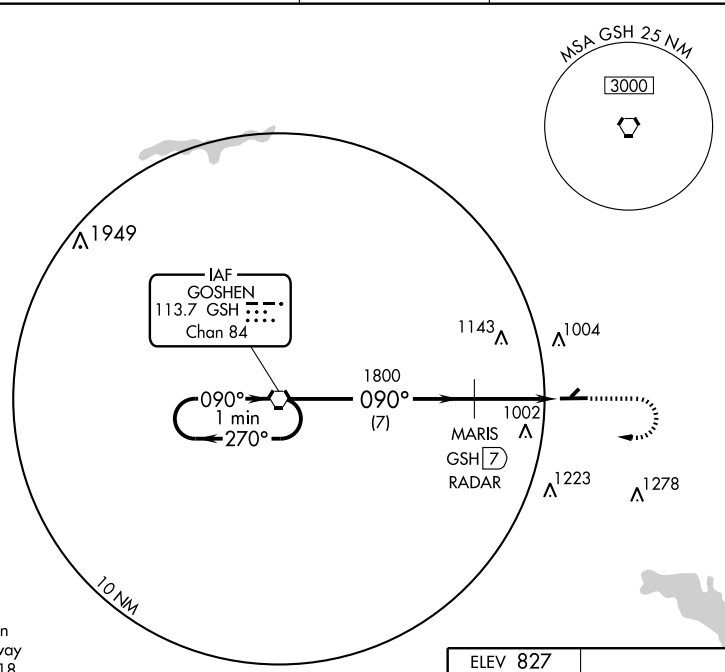
VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9

GOSHEN MUNI (GSH)

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

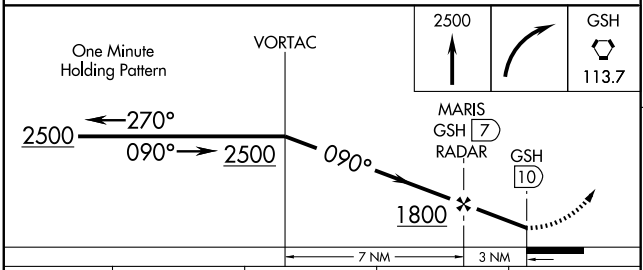
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

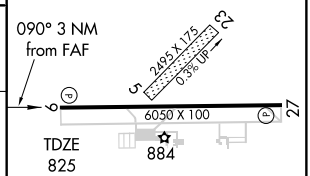


NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

ELEV 827

DME or RADAR REQUIRED





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1300-1 475 (500-1)		1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

EC-2. 03 JUN 2010 to 01 JUL 2010

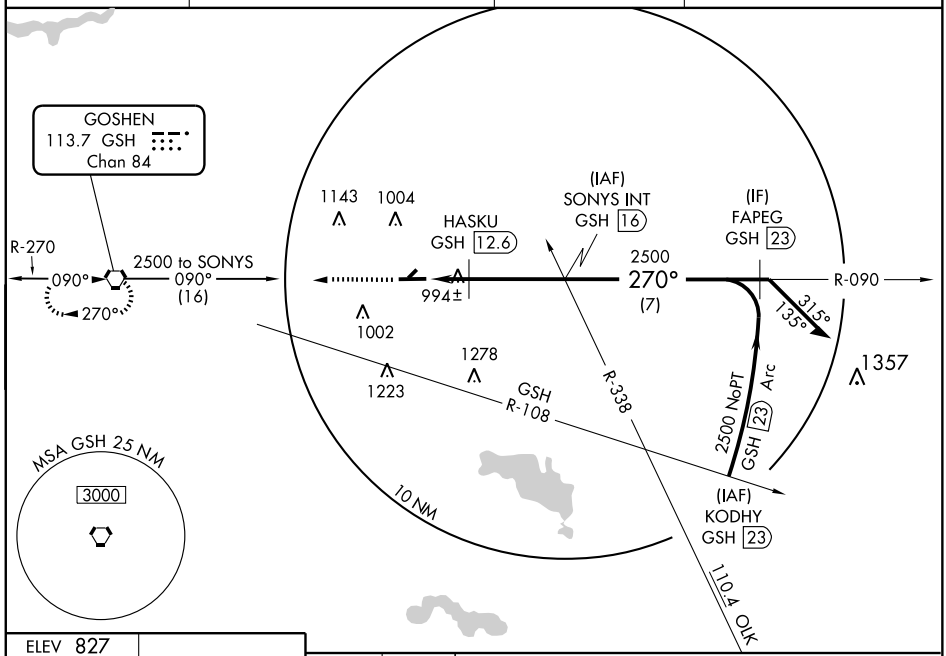
VORTAC GSH	APP CRS	Rwy Idg	6050
113.7	270°	TDZE	827
Chan 84		Apt Elev	827

VOR RWY 27
GOSHEN MUNI (GSH)

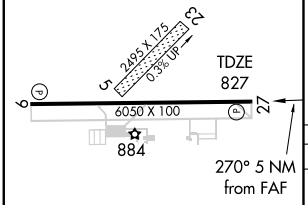
Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

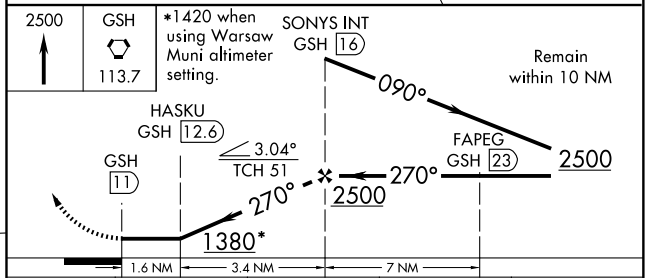


ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-2 553 (600-2)
HASKU FIX MINIMUMS				
S-27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB TVX 521	APP CRS 187°	Rwy Idg 4987 TDZE 842 Apt Elev 842

NDB RWY 18

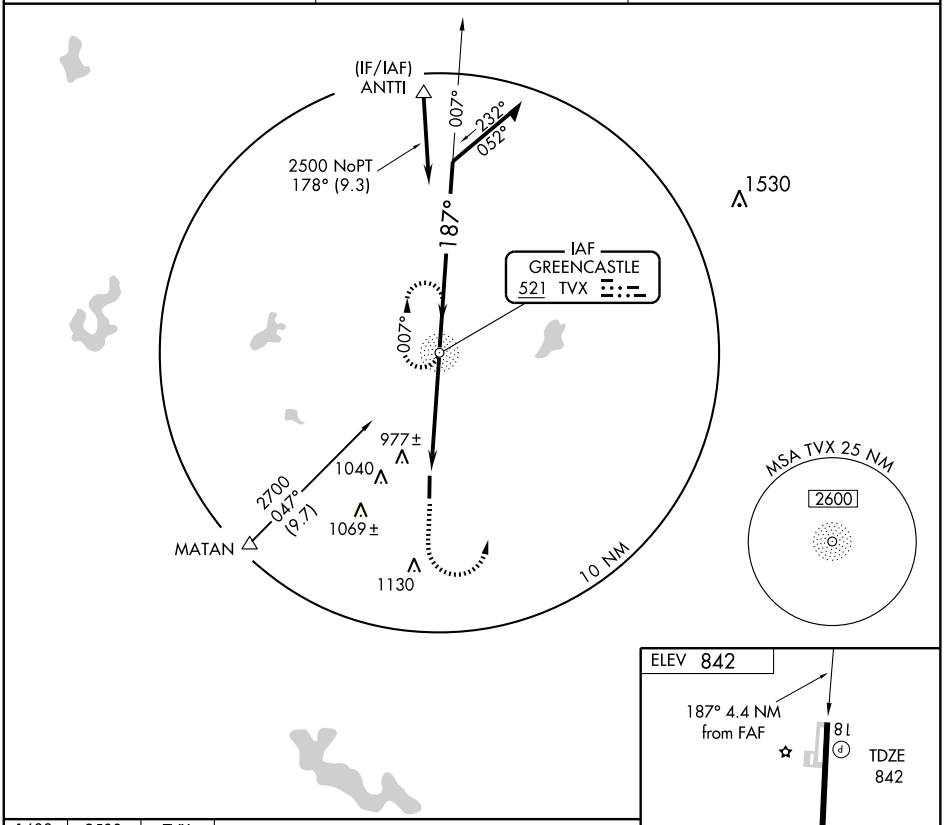
GREENCASTLE/PUTNAM COUNTY (4I7)

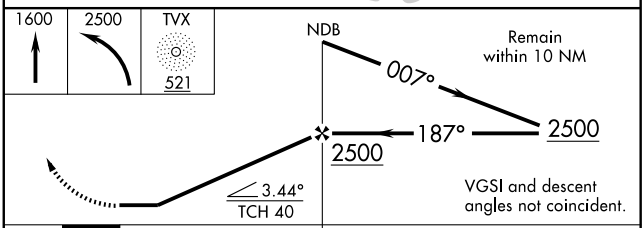
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet.

NA

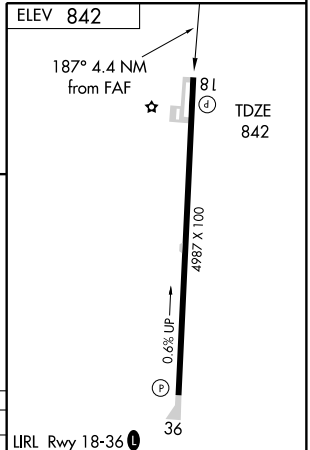
MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct TVX NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1300-1	458 (500-1)	NA	
CIRCLING	1300-1	458 (500-1)	NA	



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4987
CH 86906	184°	TDZE	842
W18A		Apt Elev	842

RNAV (GPS) RWY 18

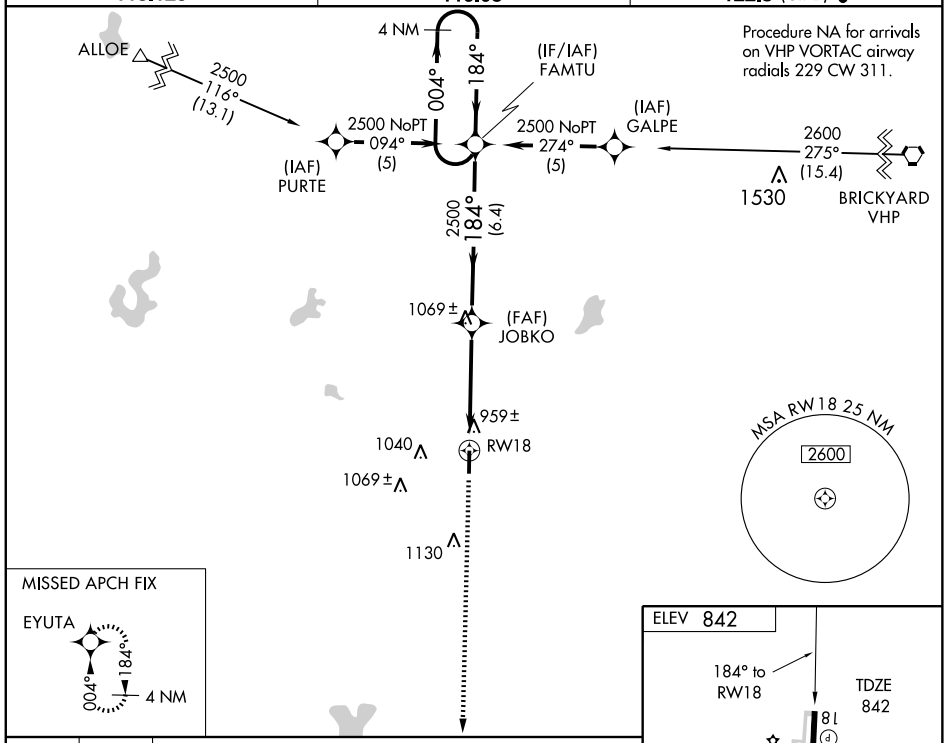
GREENCASTLE / PUTNAM COUNTY (4I7)

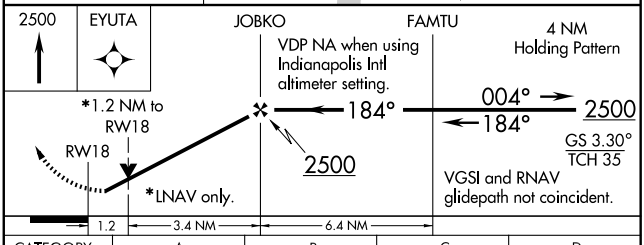
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

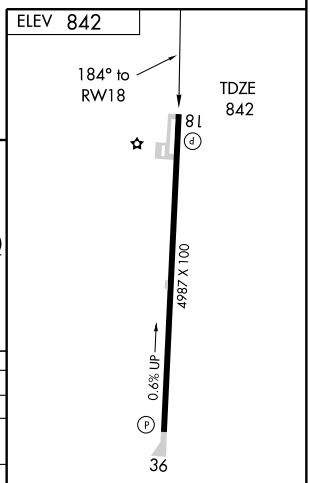
NA

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1192-1¼ 350 (400-1¼)		NA	
LNAV/VNAV DA	1262-1½ 420 (500-1½)		NA	
LNAV MDA	1240-1 398 (400-1)		NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4987
CH 40306	004°	TDZE	829
W36A		Apt Elev	842

RNAV (GPS) RWY 36

GREENCASTLE / PUTNAM COUNTY (4I7)

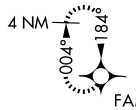
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

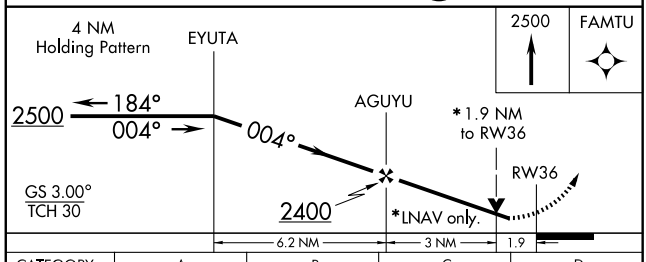
▼ NA

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

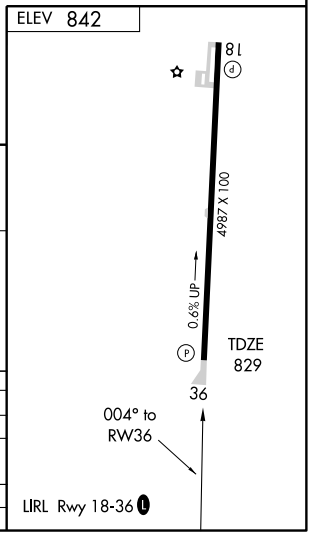
AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L

MISSED APCH FIX





CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)	NA	
LNAV/VNAV DA	1242-1½	413 (400-1½)	NA	
LNAV MDA	1440-1	611 (600-1)	NA	
CIRCLING	1440-1	598 (600-1)	NA	



EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC VHP	APP CRS	Rwy Idg	N/A
116.3	241°	TDZE	N/A
Chan 110		Apt Elev	842

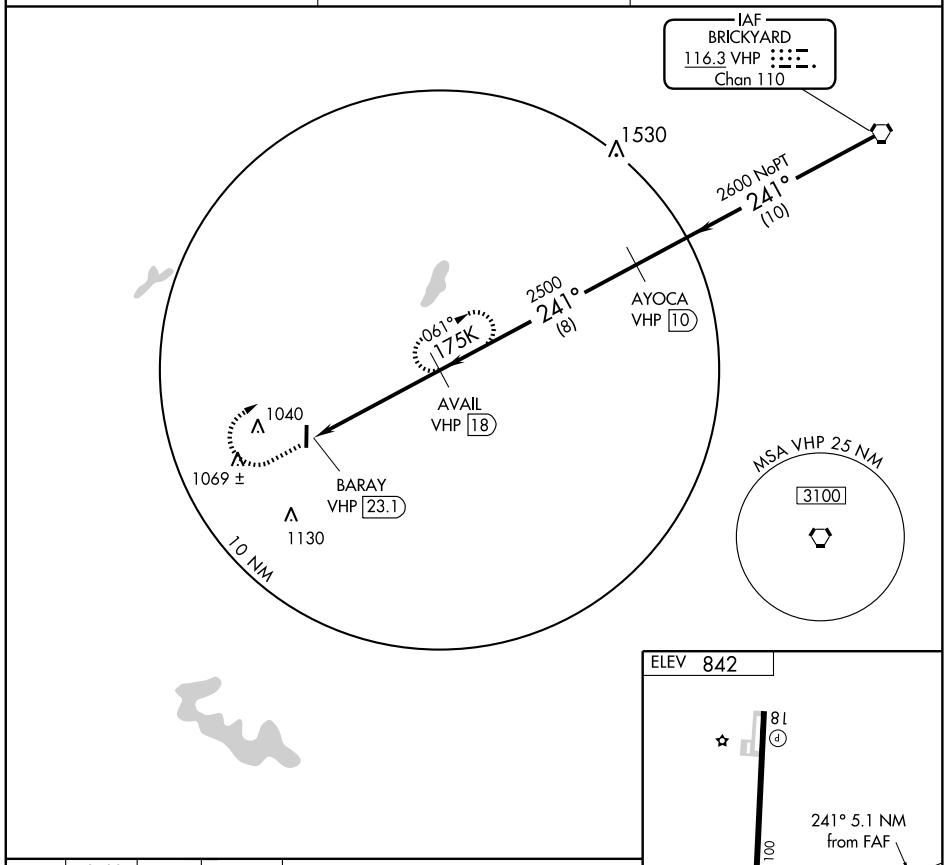
VOR/DME-A

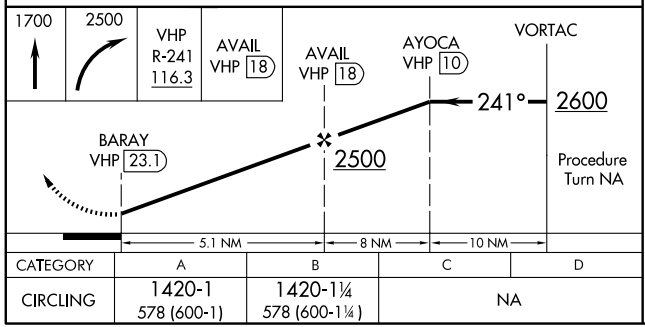
GREENCASTLE / PUTNAM COUNTY (4I7)

NA

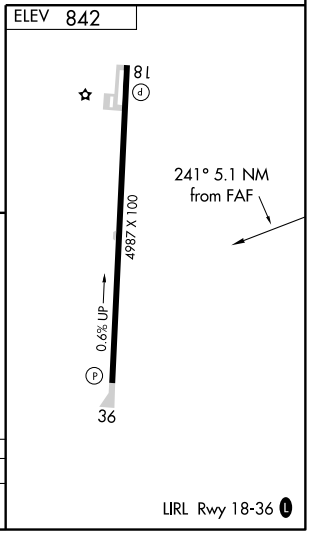
MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA	

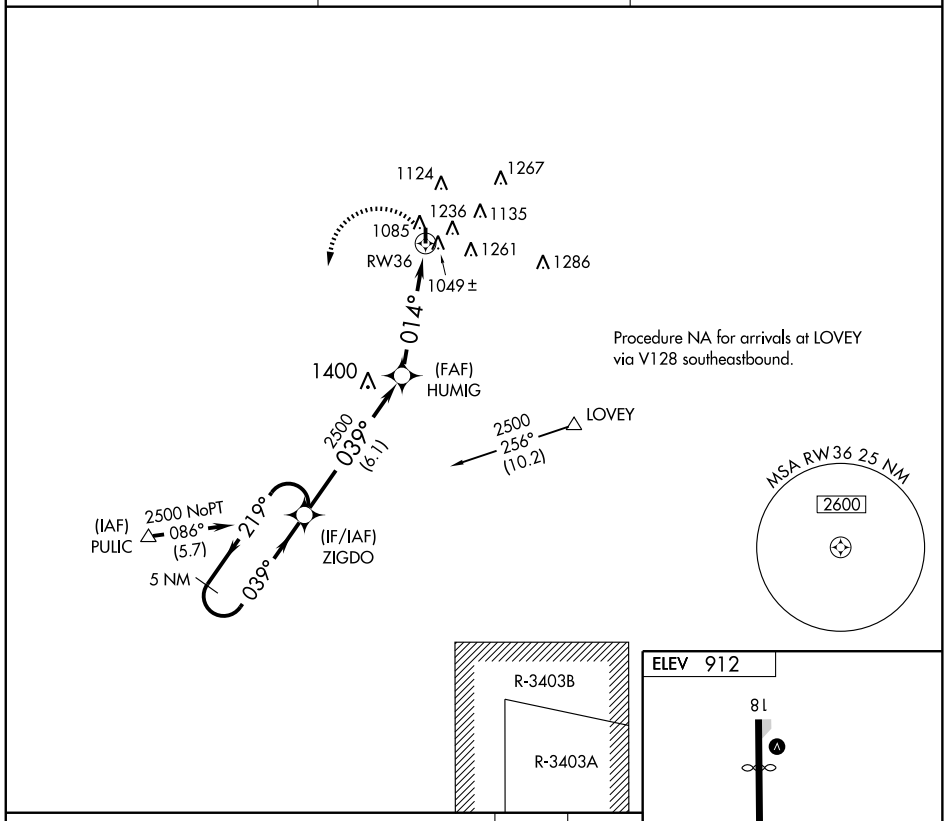


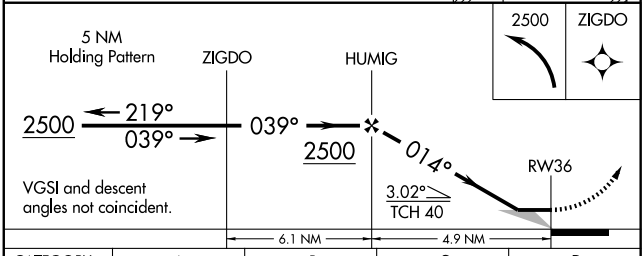
APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

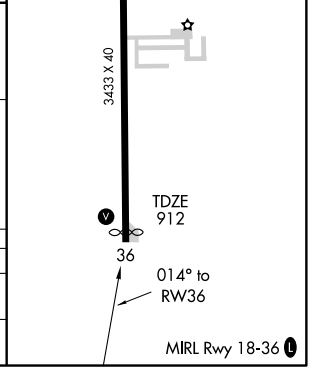
RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

▼ NA	Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.	MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF Ⓛ
119.75	127.15	122.9







CATEGORY	A	B	C	D
LNAV MDA	1560-1 648 (700-1)		1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy Idg N/A TDZE N/A Apt Elev 912

VOR-A

GREENSBURG MUNI (I34)

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF
119.75	127.15	122.9

ADF, DME or RADAR REQUIRED

1542

IAF SHELBYVILLE 112.0 SHB Chan 57

10 NM

2700 142° (10)

Procedure NA for arrivals on SHB VORTAC airway radials 124 CW 171.

JAREL INT SHB 10 RADAR

2700 142° (8)

APODD INT SHB 18 RADAR

1186

212°

322°

251°

MSA SHB 25 NM

3100

1124 1267 1236 1135 1085 1242 1261 1286

LOM CLIFS 410 BA

ELEV 912

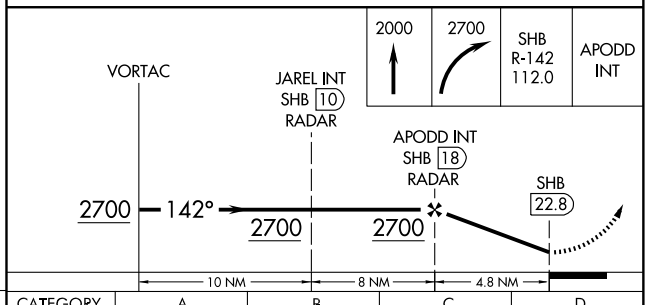
142° 4.8 NM from FAF

8

3433 X 40

36

MIRL Rwy 18-36

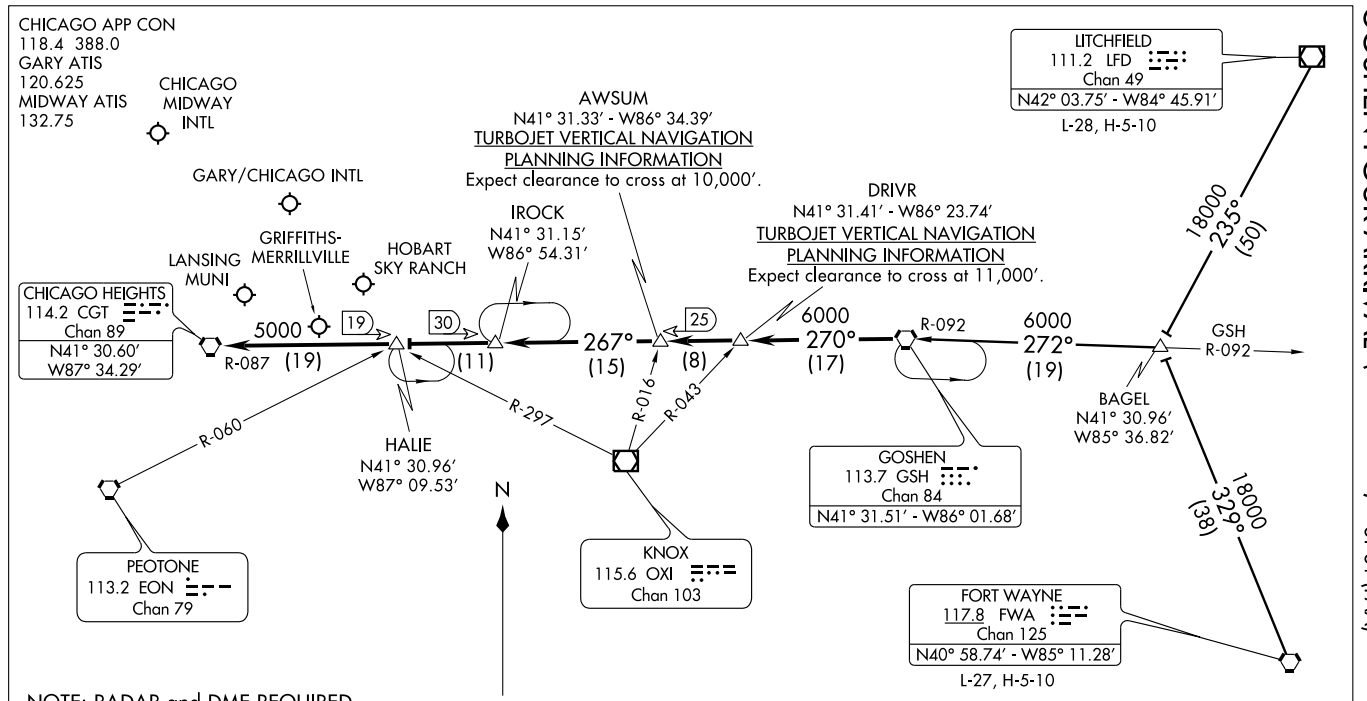


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 03 JUN 2010 to 01 JUL 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

RNAV (GPS) RWY 8

GRIFFITH-MERRILLVILLE (Ø5C)

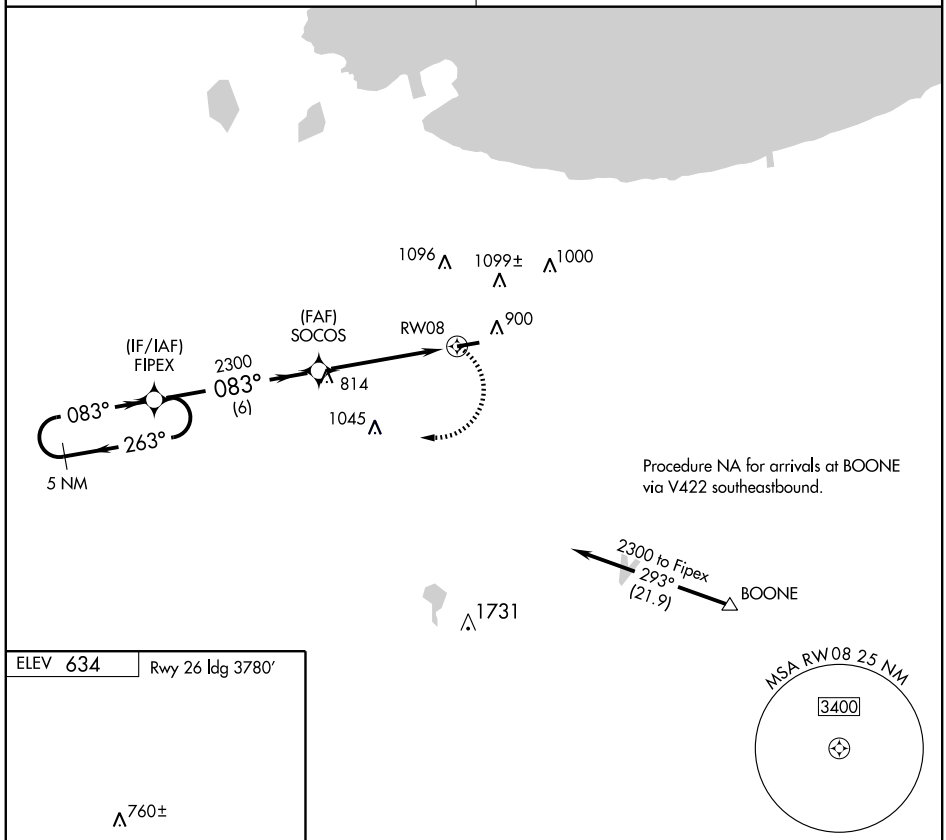
APP CRS	Rwy Idg	4900
083°	TDZE	634
	Apt Elev	634

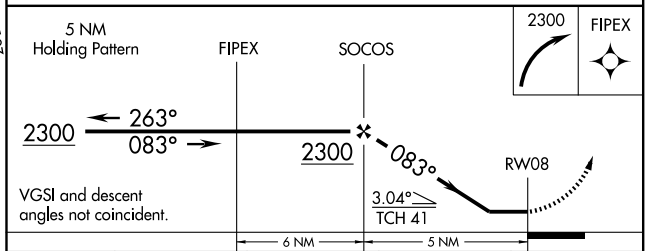
NA

DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 26

GRIFFITH-MERRILLVILLE (Ø5C)

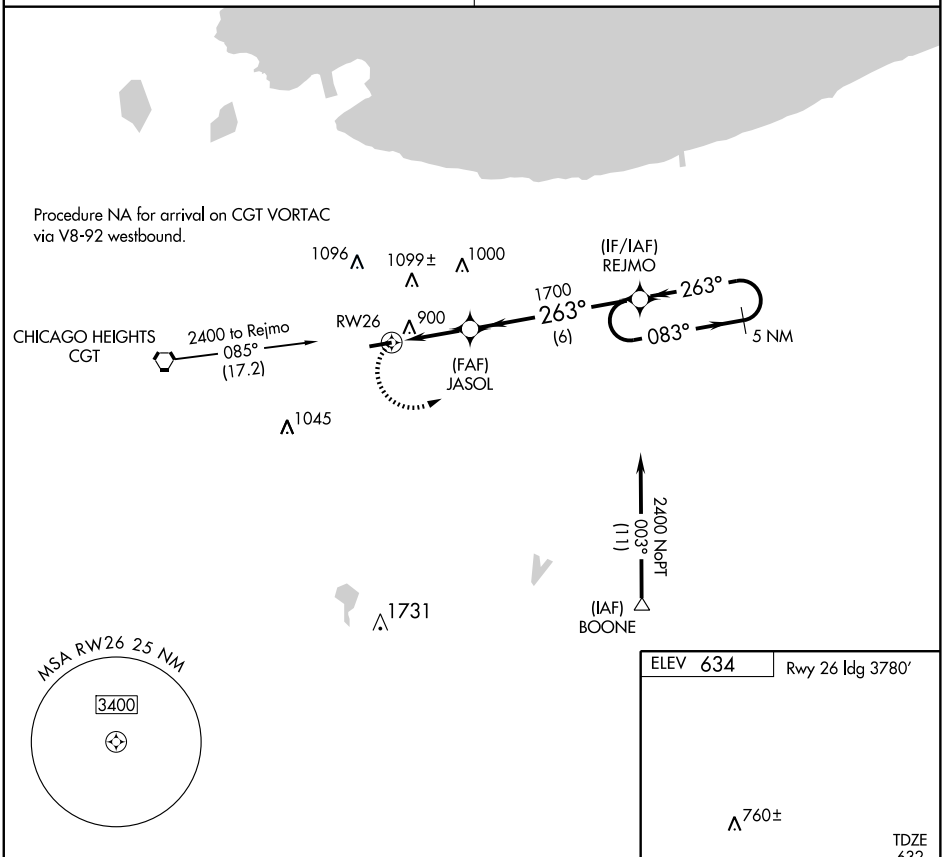
APP CRS	Rwy Idg	3780
263°	TDZE	632
	Apt Elev	634

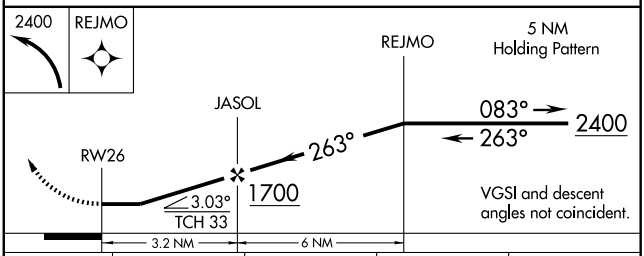
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L

MIRL Rwy 8-26 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

VOR RWY 8

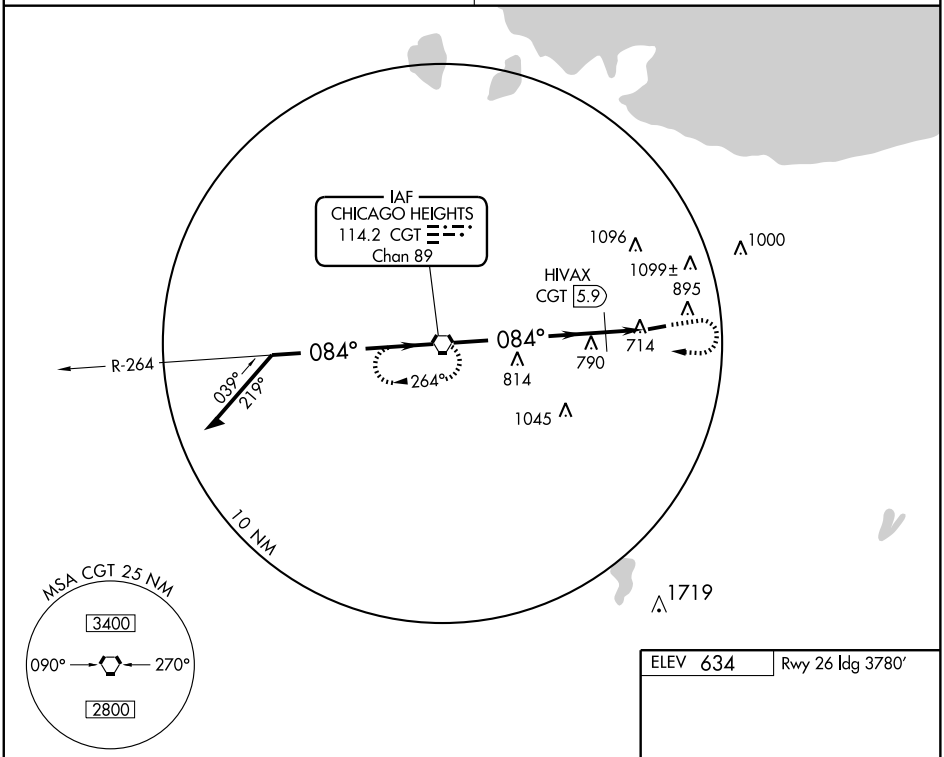
GRIFFITH-MERRILLVILLE (Ø5C)

▼ NA

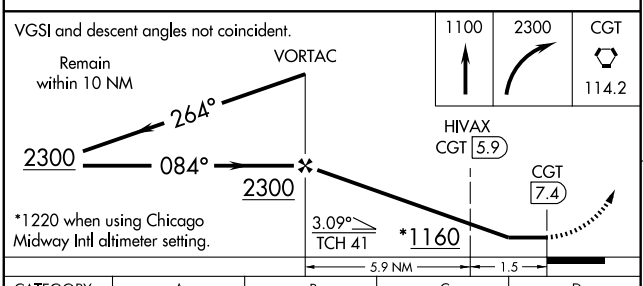
Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L



VGSI and descent angles not coincident.

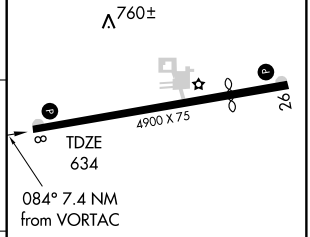


*1220 when using Chicago Midway Intl altimeter setting.

1100	2300	CGT
↑	↱	⬡
		114.2

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

ELEV 634 Rwy 26 ldg 3780'



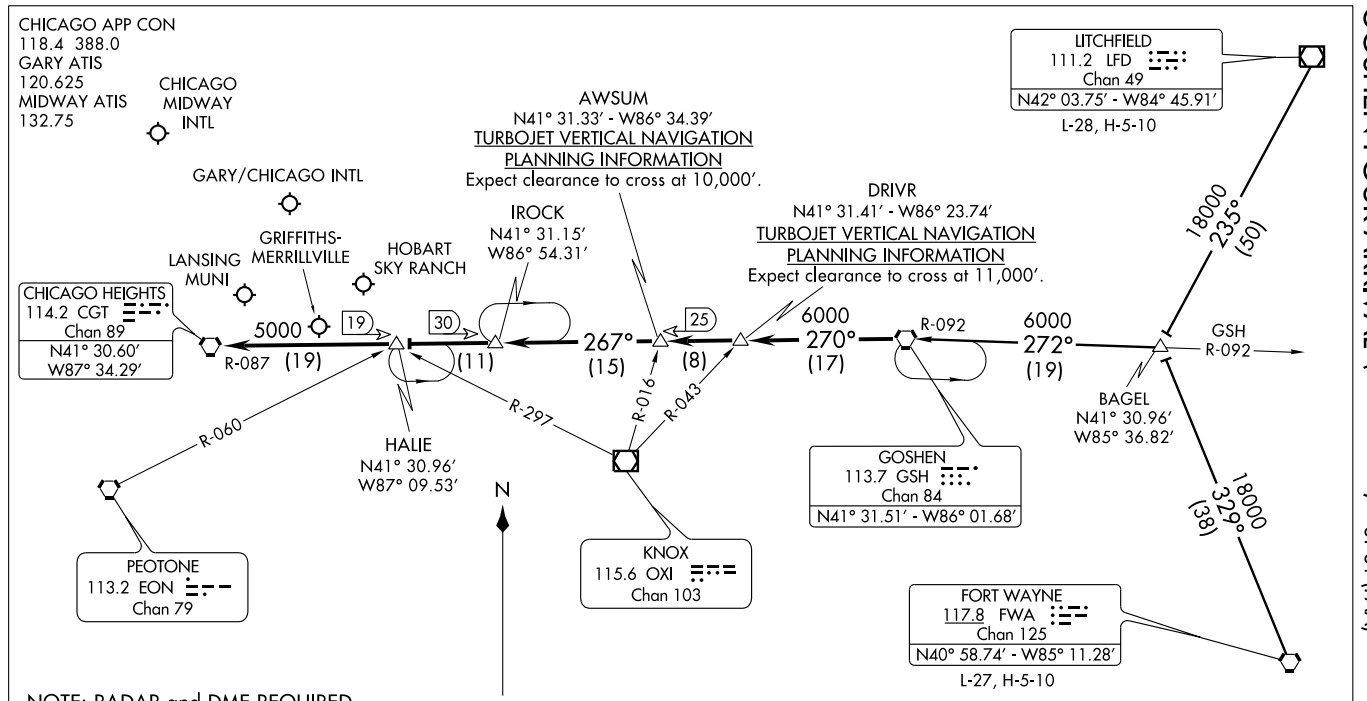
REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2. 03 JUN 2010 to 01 JUL 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4)



NOTE: RADAR and DME REQUIRED.

FORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence...

.... From over GSH VORTAC via GSH R-270 to DRIVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME , then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

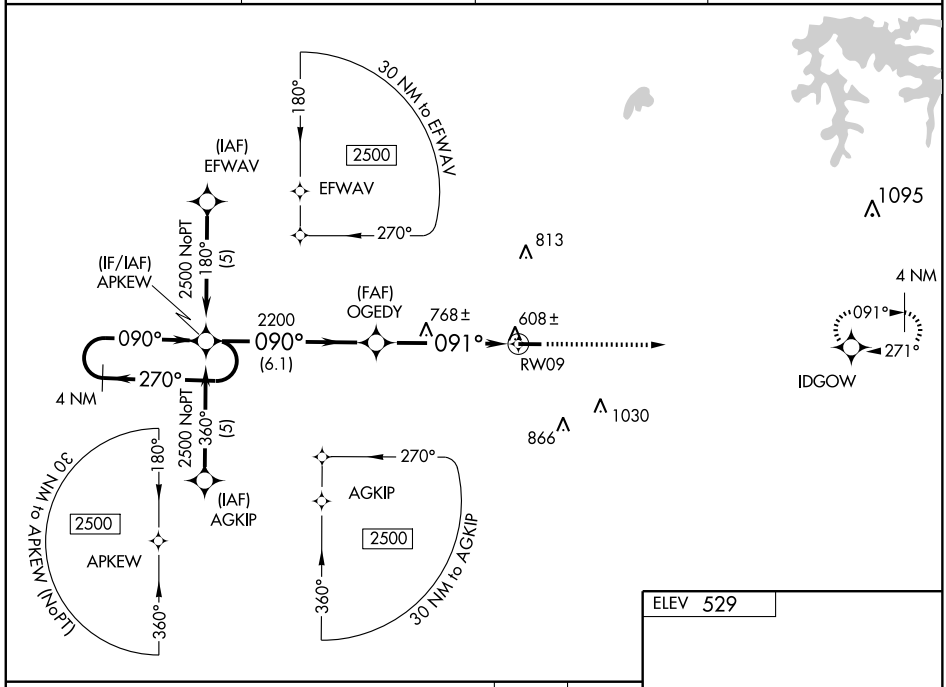
WAAS CH 49207 W09A	APP CRS 091°	Rwy Idg 5000 TDZE 524 Apt Elev 529

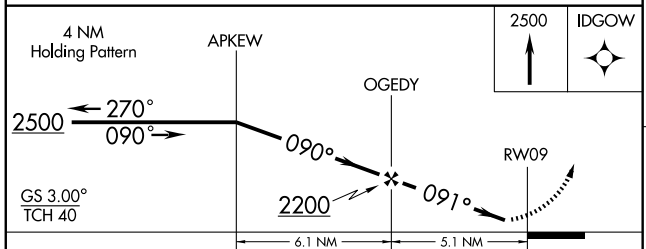
RNAV (GPS) RWY 9
HUNTINGBURG (HNB)

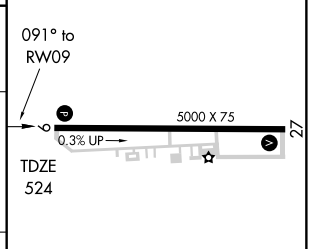
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)		1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)
CIRCLING	1020-1 491 (500-1)		1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

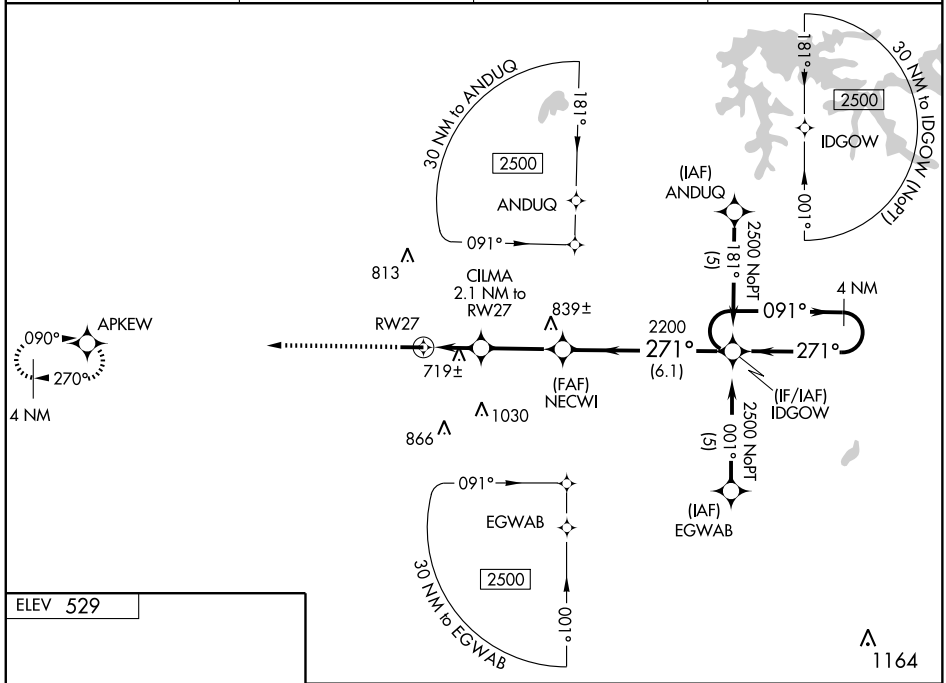
WAAS	APP CRS	Rwy Idg	5000
CH 86815	271°	TDZE	529
W27A		Apt Elev	529

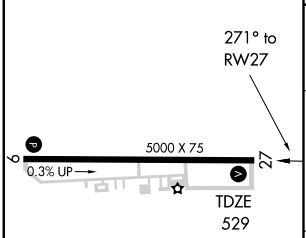
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

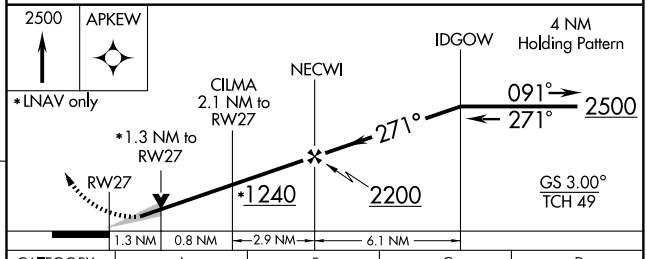
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-1 283 (300-1)			
LNAV/VNAV DA	1038-1¾ 509 (600-1¾)			
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	1000-1 471 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

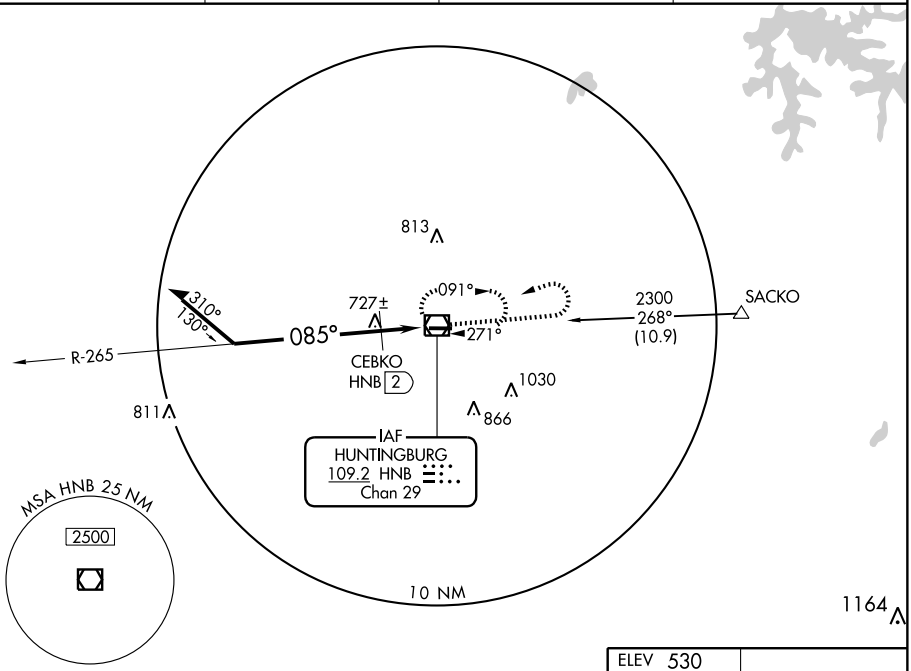
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530

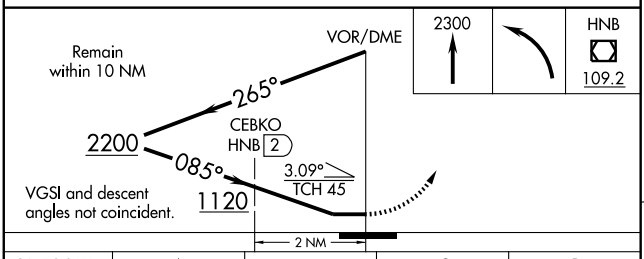
VOR RWY 9
HUNTINGBURG (HNB)

NA

MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

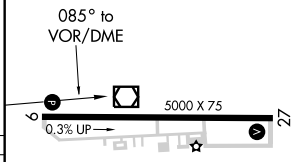
AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

ELEV 530



TDZE
525

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

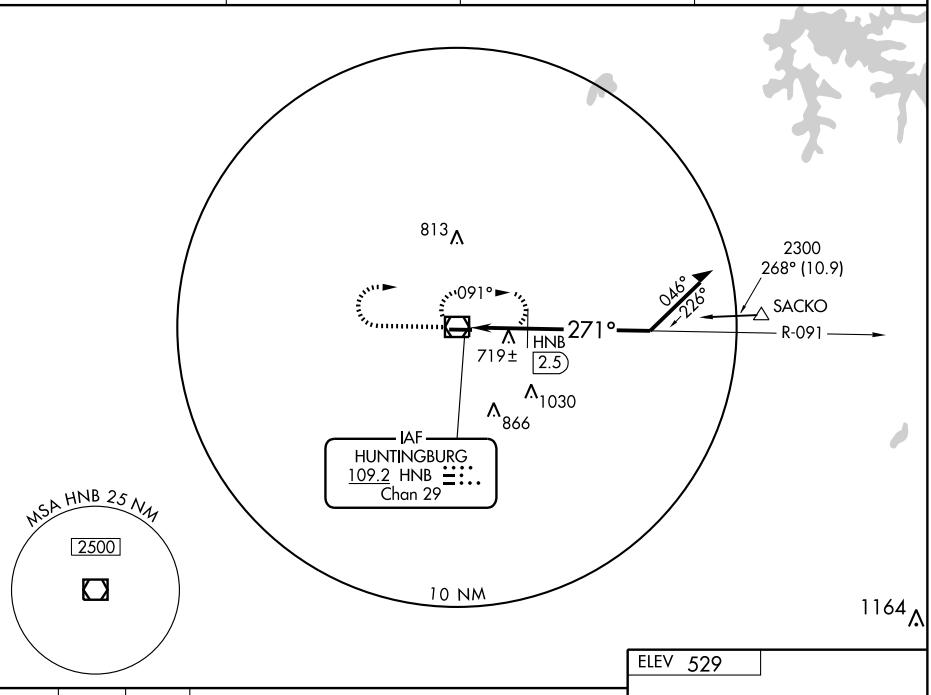
EC-2. 03 JUN 2010 to 01 JUL 2010

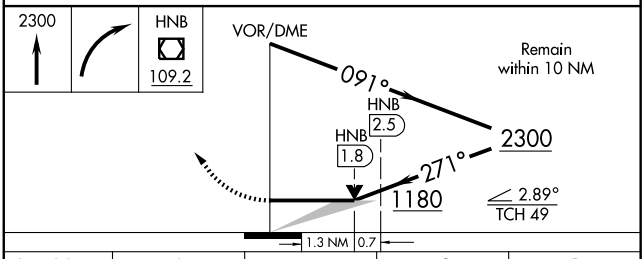
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

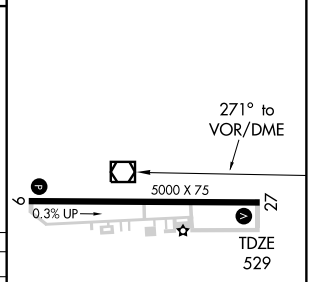
VOR RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
CIRCLING	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 03 JUN 2010 to 01 JUL 2010

NDB HHG 417	APP CRS 082°	Rwy Idg 5001 TDZE 804 Apt Elev 806

NDB RWY 9
HUNTINGTON MUNI (HHG)

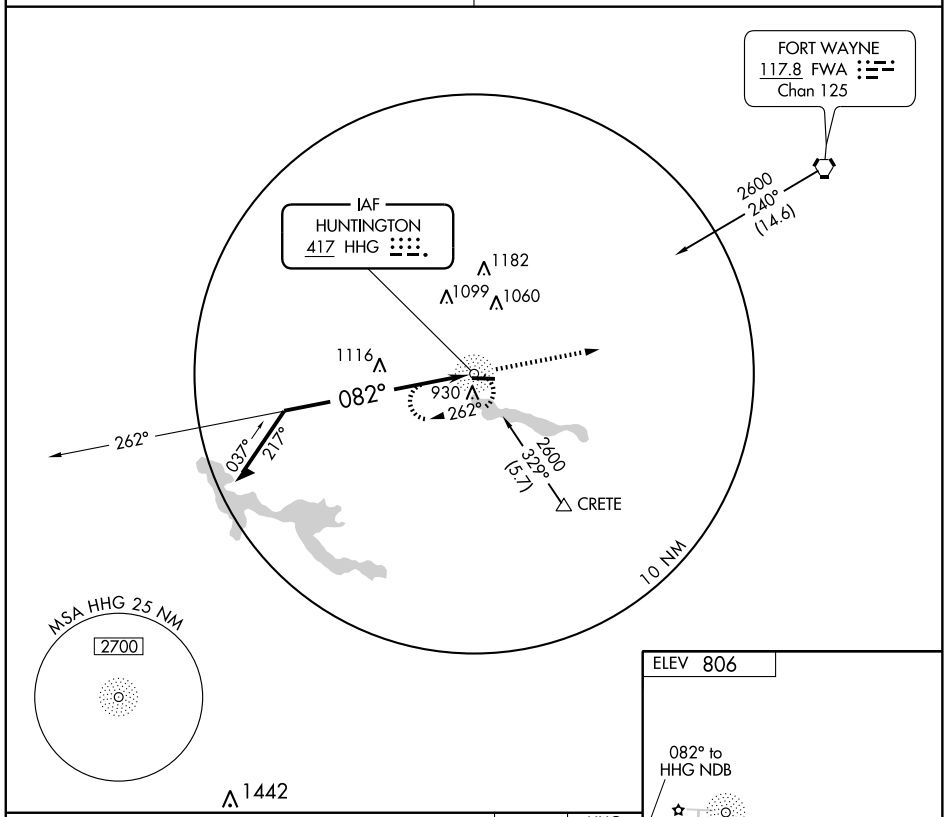
NA

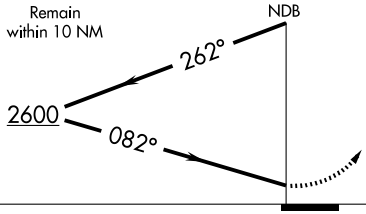
Use Fort Wayne altimeter setting.

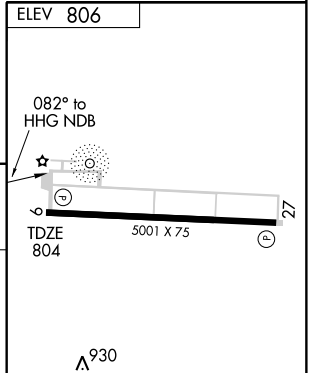
MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2¼ 696 (700-2¼)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2¼ 694 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
095°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 9
HUNTINGTON MUNI (HHG)

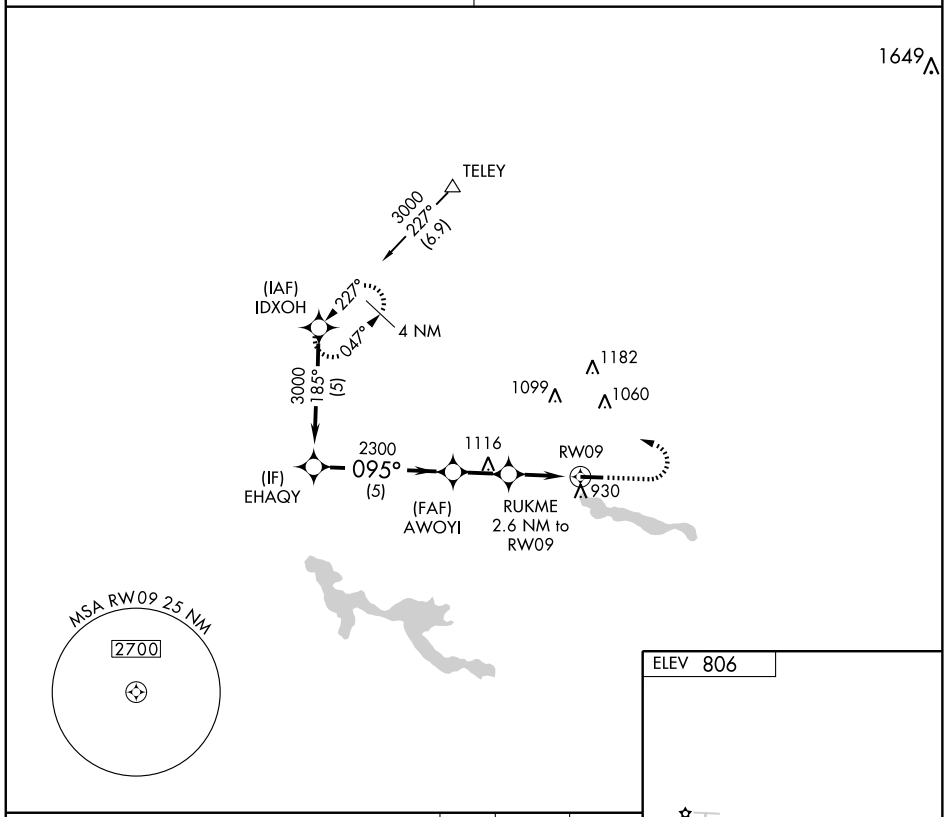
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

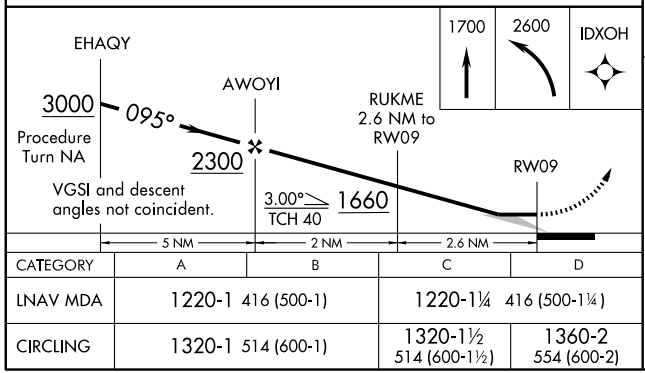
NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.

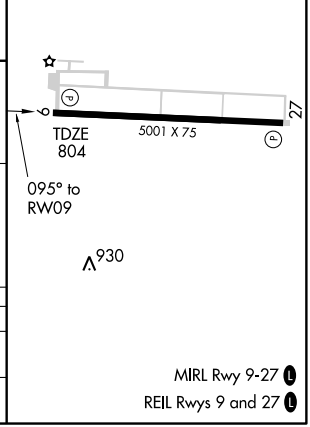
FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)		1220-1¼ 416 (500-1¼)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
275°	TDZE	804
	Apt Elev	806

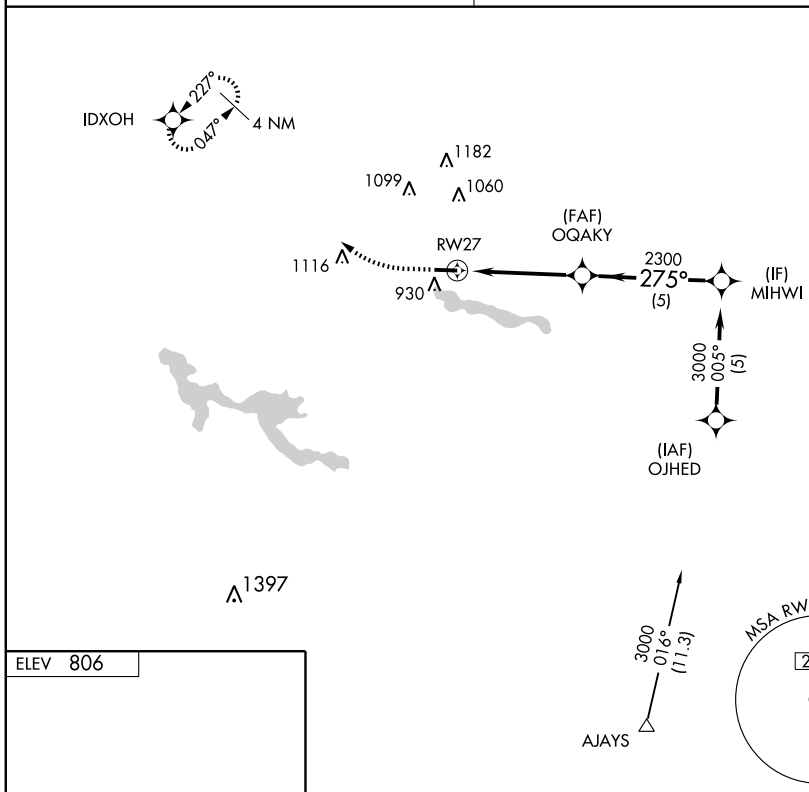
RNAV (GPS) RWY 27
HUNTINGTON MUNI (HHG)

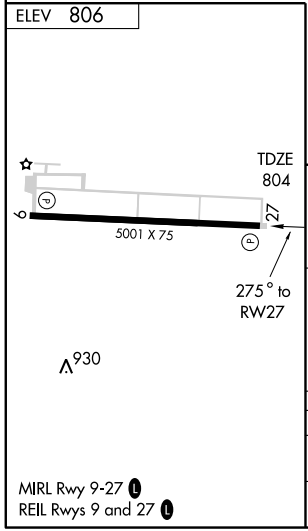
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.
NA

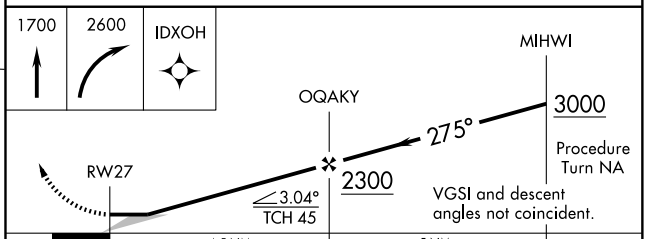
MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC FWA 117.8 Chan 125	APP CRS 059°	Rwy Idg N/A TDZE N/A Apt Elev 806

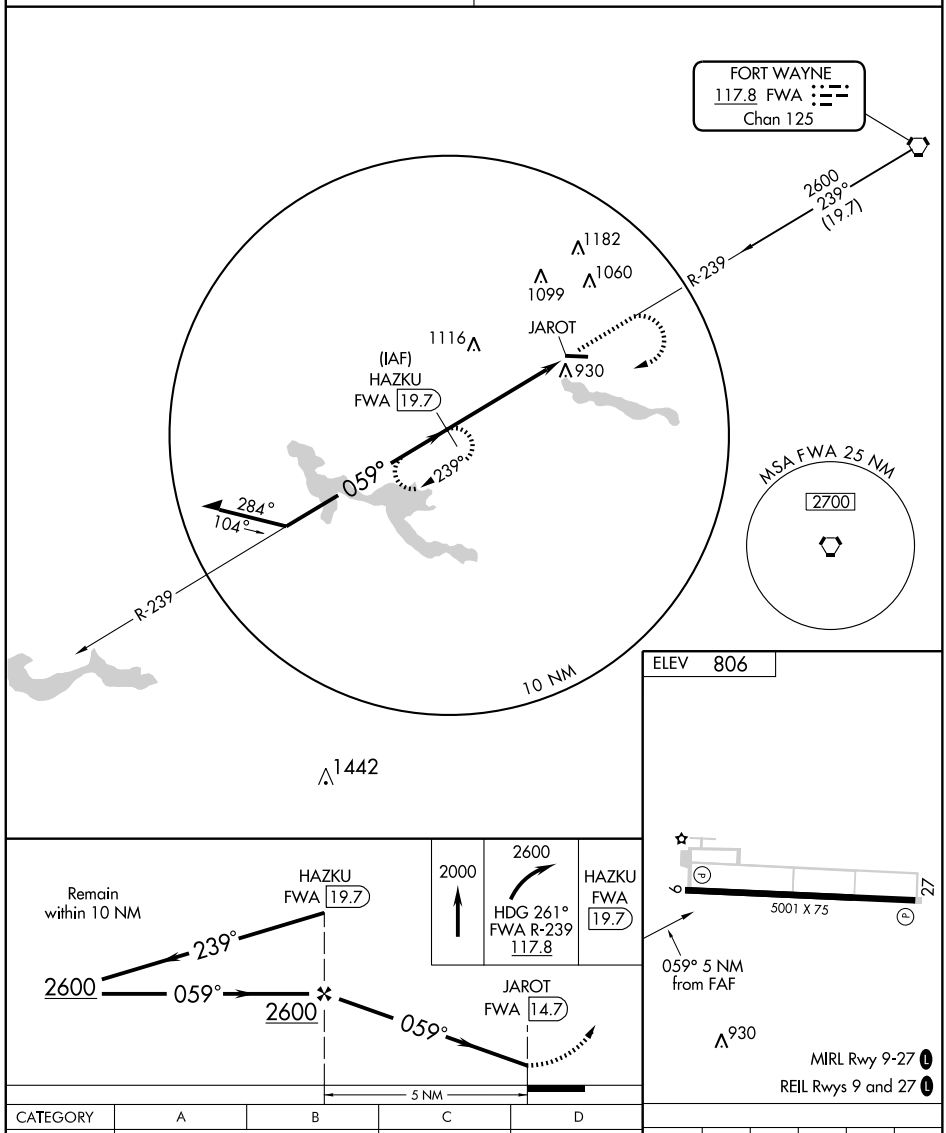
VOR/DME-A
HUNTINGTON MUNI (HHG)

T
NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON	UNICOM
127.2 284.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4400
184°	TDZE	897
	Apt Elev	897

RNAV (GPS) RWY 18

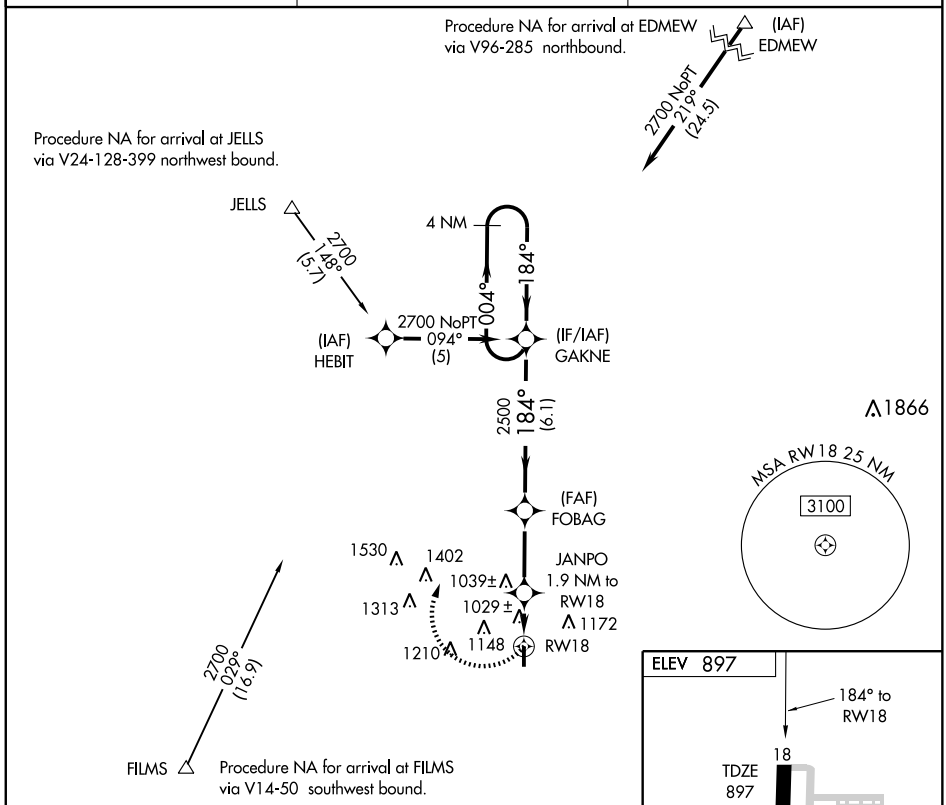
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

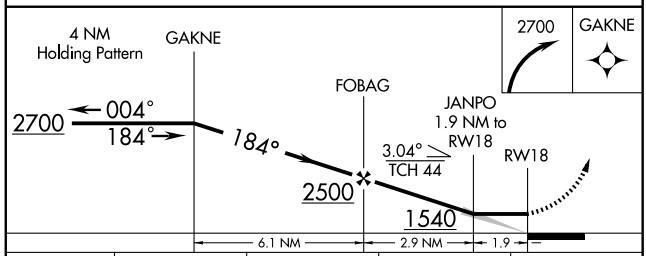
T
A NA

DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.

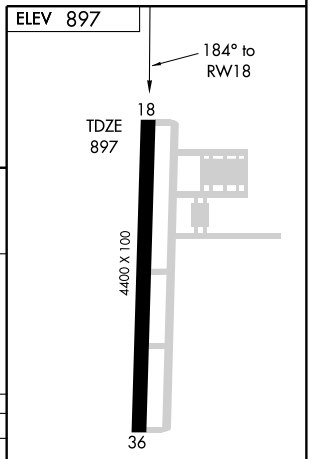
MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.

AWOS-3	INIANAPOLIS APP CON	UNICOM
118.025	121.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1320-1	423 (500-1)	1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

APP CRS	Rwy Idg	N/A
291°	TDZE	N/A
	Apt Elev	732

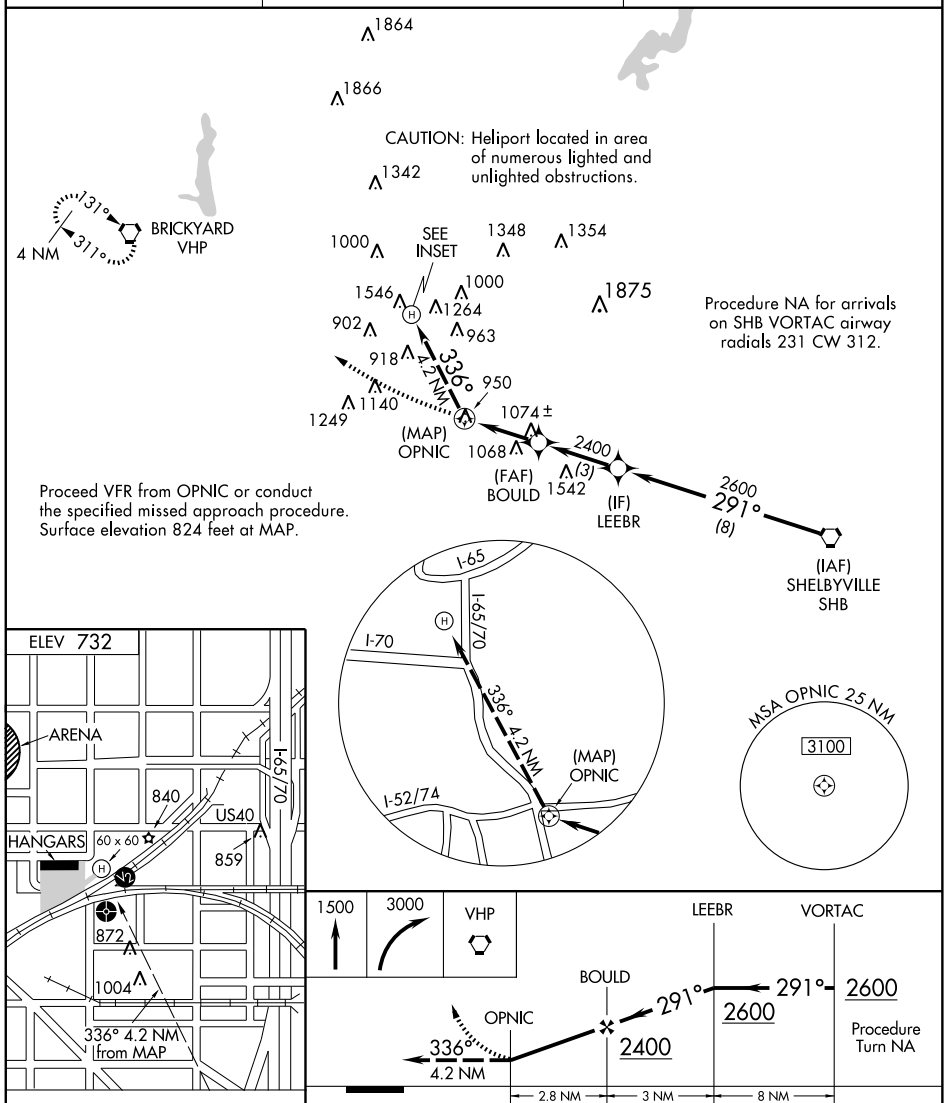
COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-291°	1340-¾ 516 (600-¾)

VORTAC SHB	APP CRS	Rwy Idg	N/A
112.0	287°	TDZE	N/A
Chan 57		Apt Elev	732

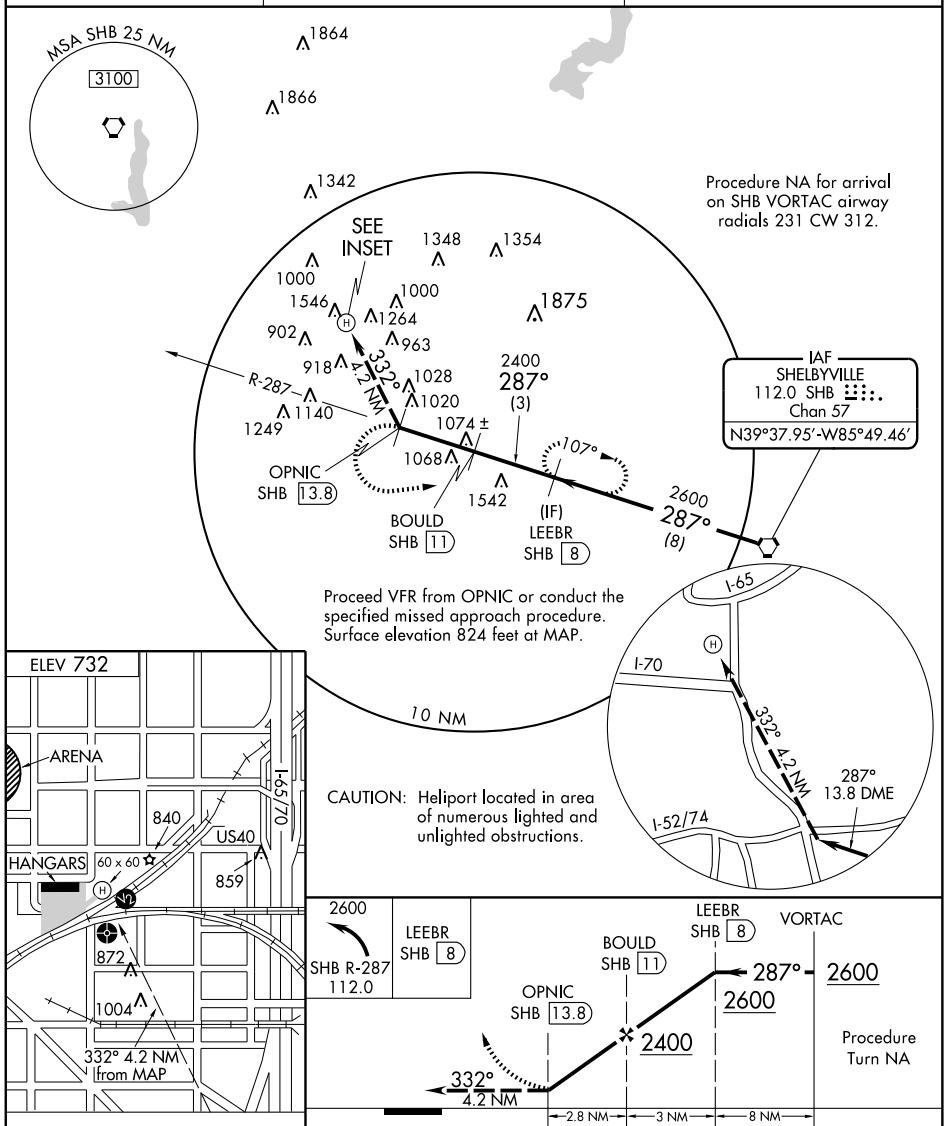
COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

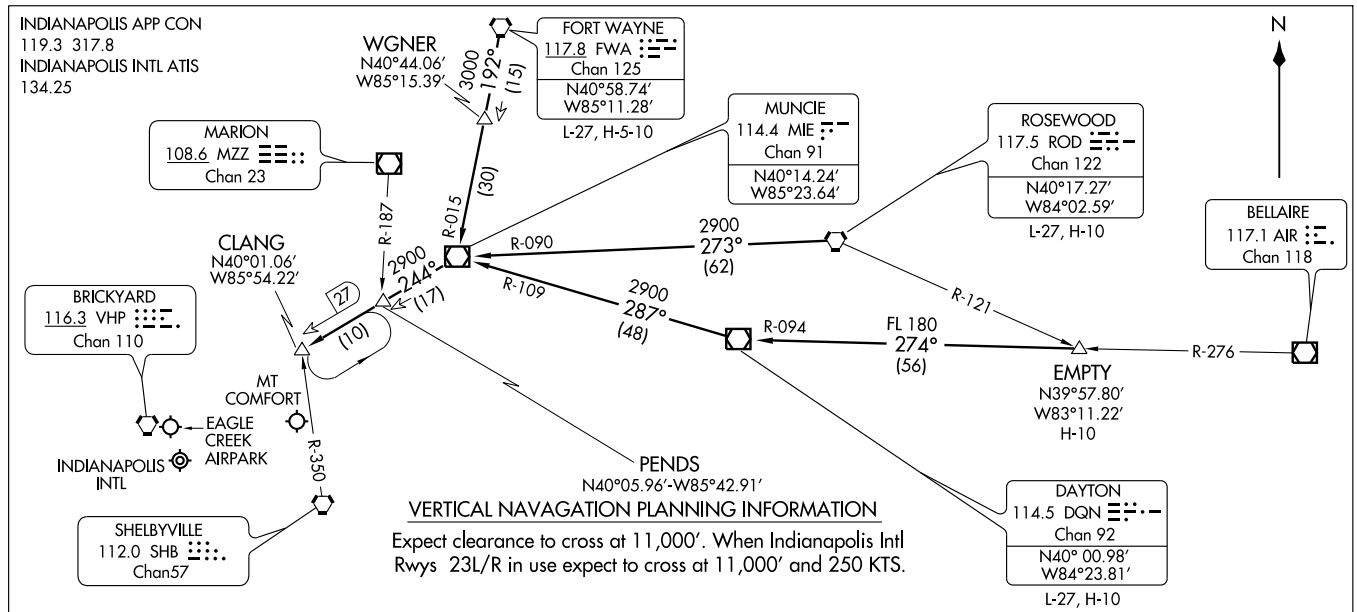
MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-287°	1340-¾ 516 (600-¾)



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

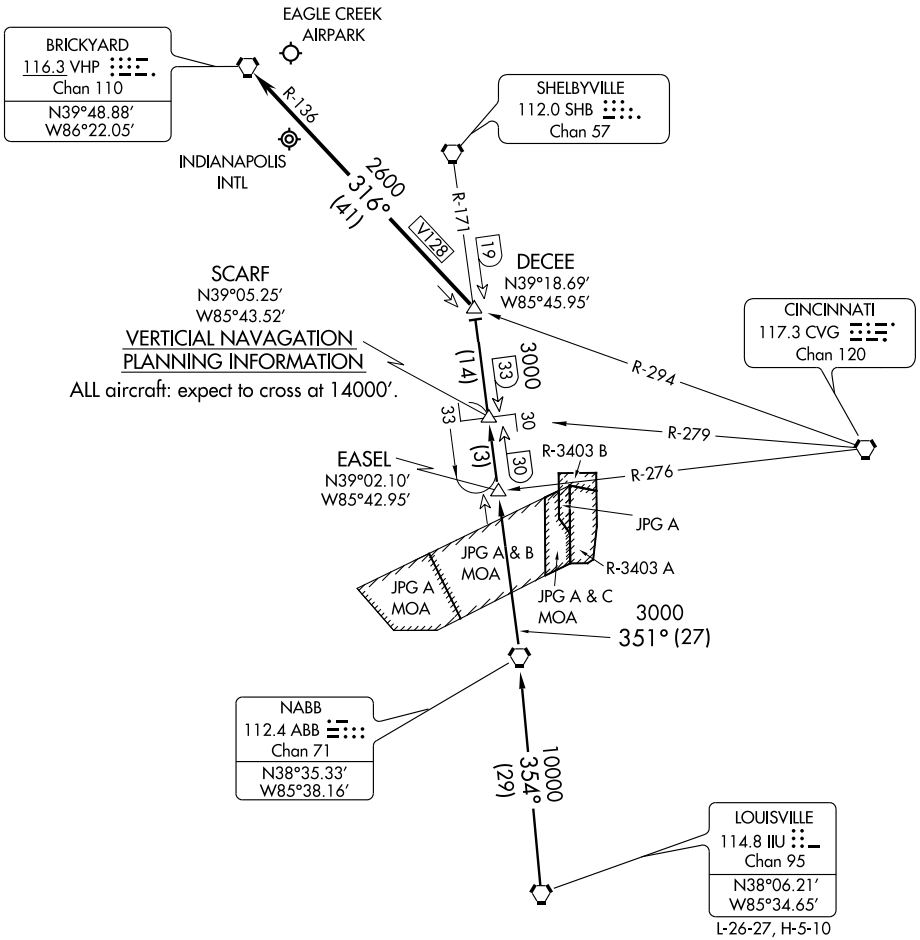
ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-EYE	APP CRS	Rwy Idg	4200
111.5	207°	TDZE	820
		Apt Elev	823

LOC RWY 21

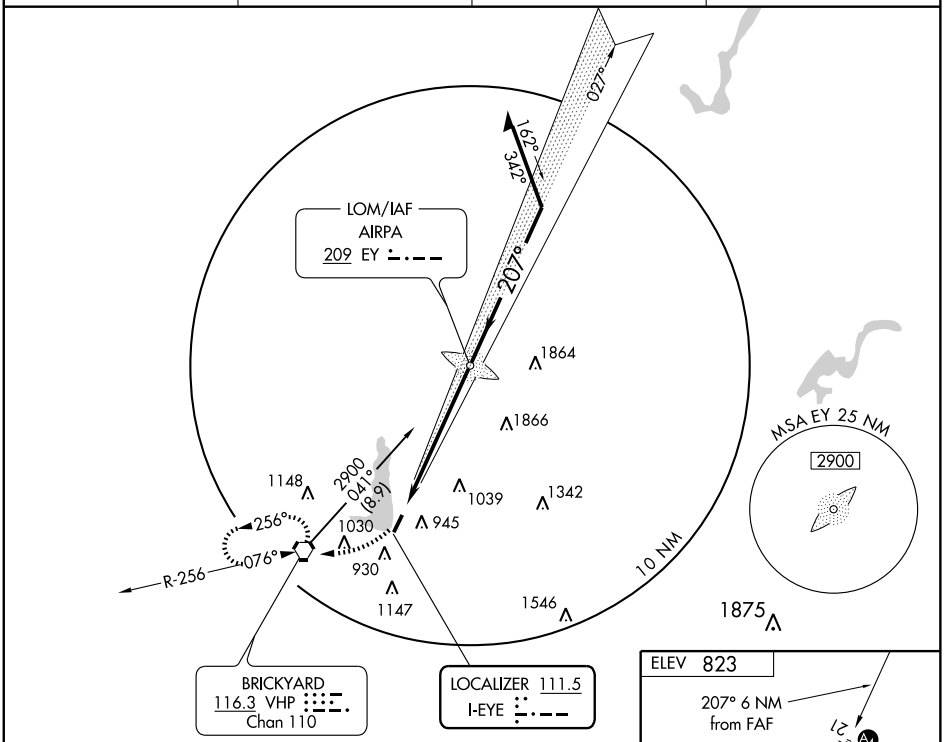
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

T NA — Inoperative components table does not apply to CAT C. If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

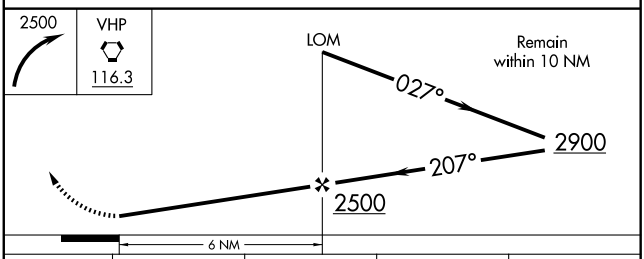
MALSF

MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

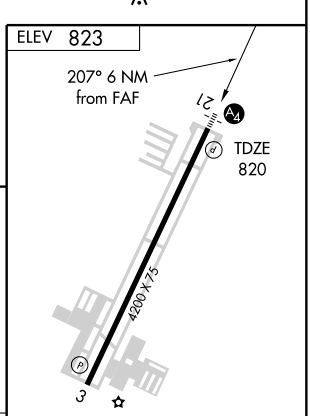
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L



ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	1320-¾ 500 (500-¾)		1320-1¼ 500 (500-1¼)	NA
CIRCLING	1320-1 497 (500-1)		1320-1½ 497 (500-1½)	NA



MIRL Rwy 3-21 L
REIL Rwy 3 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 03 JUN 2010 to 01 JUL 2010

LOM EY 209	APP CRS 207°	Rwy Idg 4200 TDZE 823 Apt Elev 823

NDB RWY 21

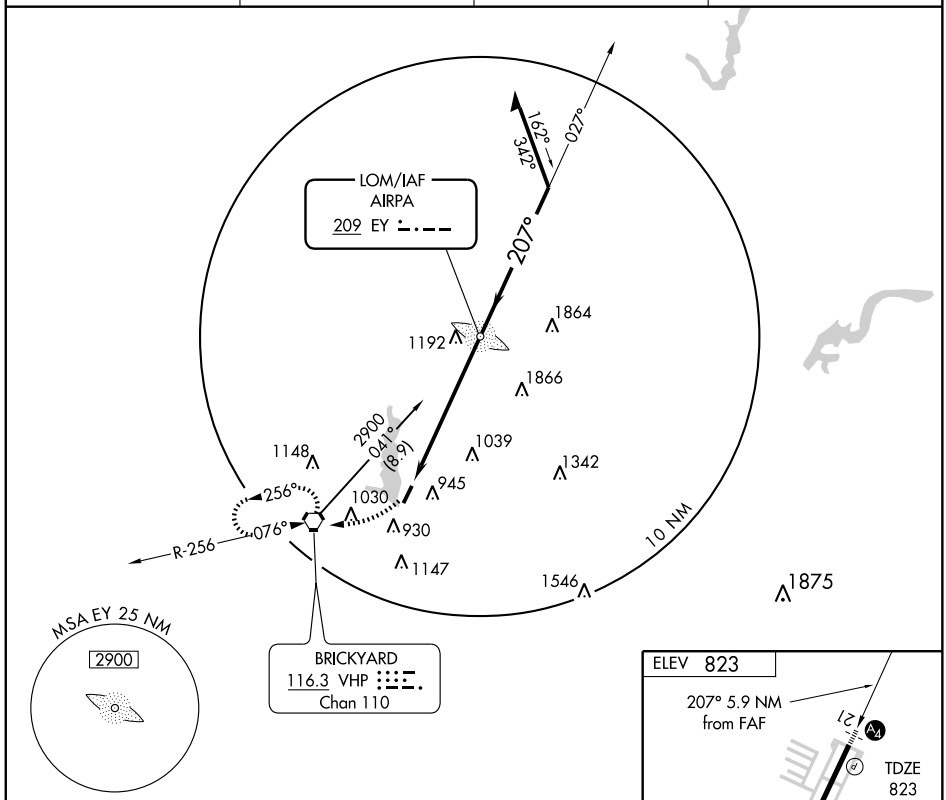
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

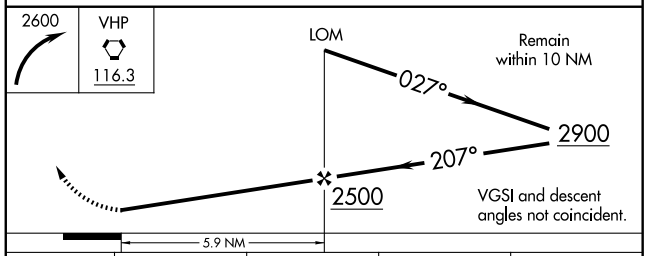
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.
Inoperative table does not apply to Cat C.

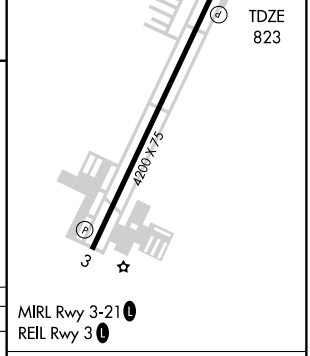
MALSF

MISSED APPROACH: Climbing right turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82509 W21A	APP CRS 208°	Rwy Idg 4200 TDZE 823 Apt Elev 823

RNAV (GPS) RWY 21

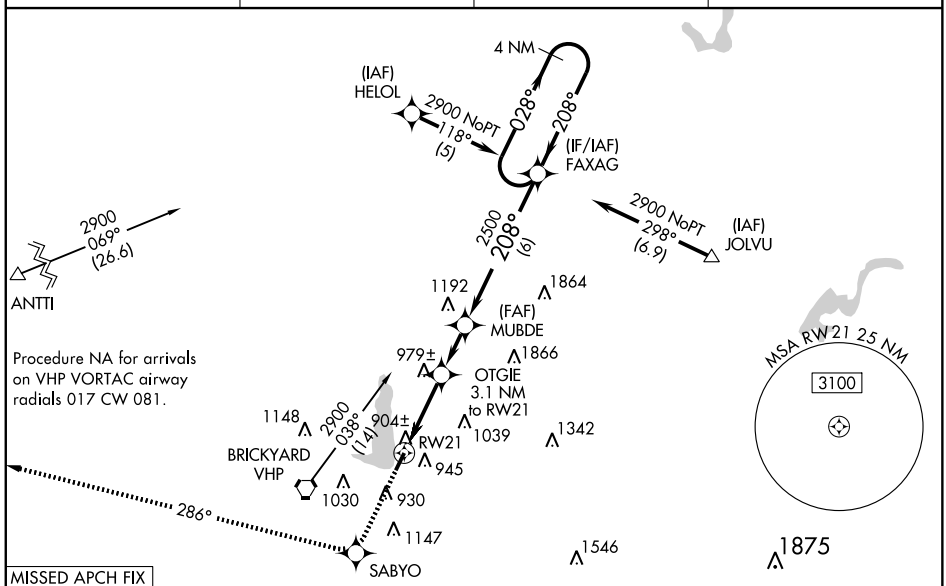
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

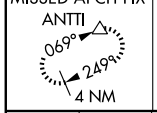
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

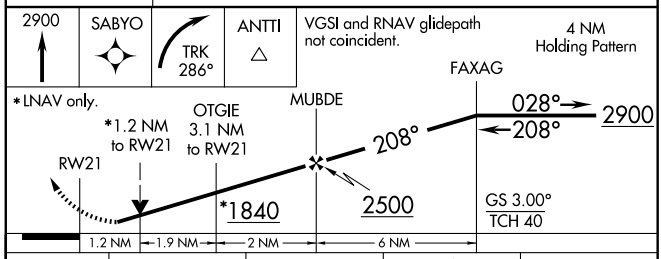
MALSF

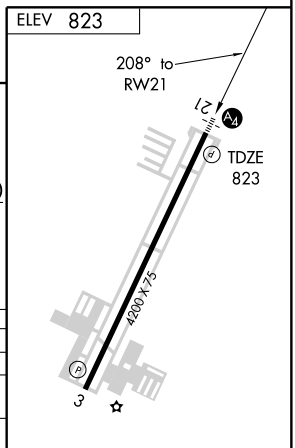
MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	1097-¾ 274 (300-¾)			NA
LNAV/ VNAV DA	1165-1¼ 342 (400-1¼)			NA
LNAV MDA	1240-¾ 417 (500-¾)		1240-1¼ 417 (500-1¼)	NA
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

MIRL Rwy 3-21 L
REIL Rwy 3 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC VHP 116.3 Chan 110	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 823

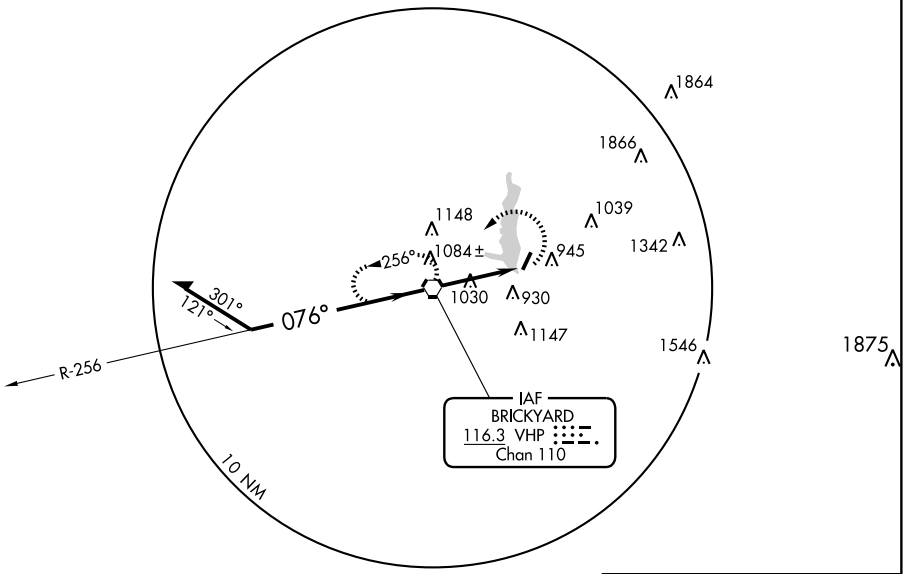
VOR-A

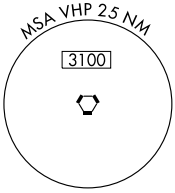
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

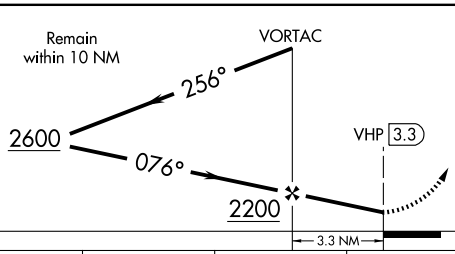
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

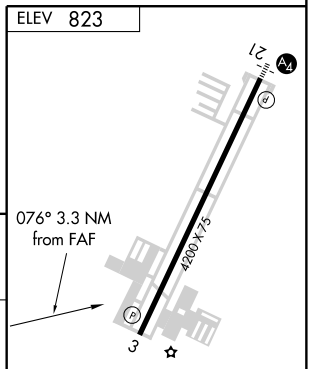
MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L









MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

EC-2, 03 JUN 2010 to 01 JUL 2010

NDB HFY	APP CRS	Rwy Idg	4901
398	360°	TDZE	822
		Apt Elev	822

NDB RWY 1

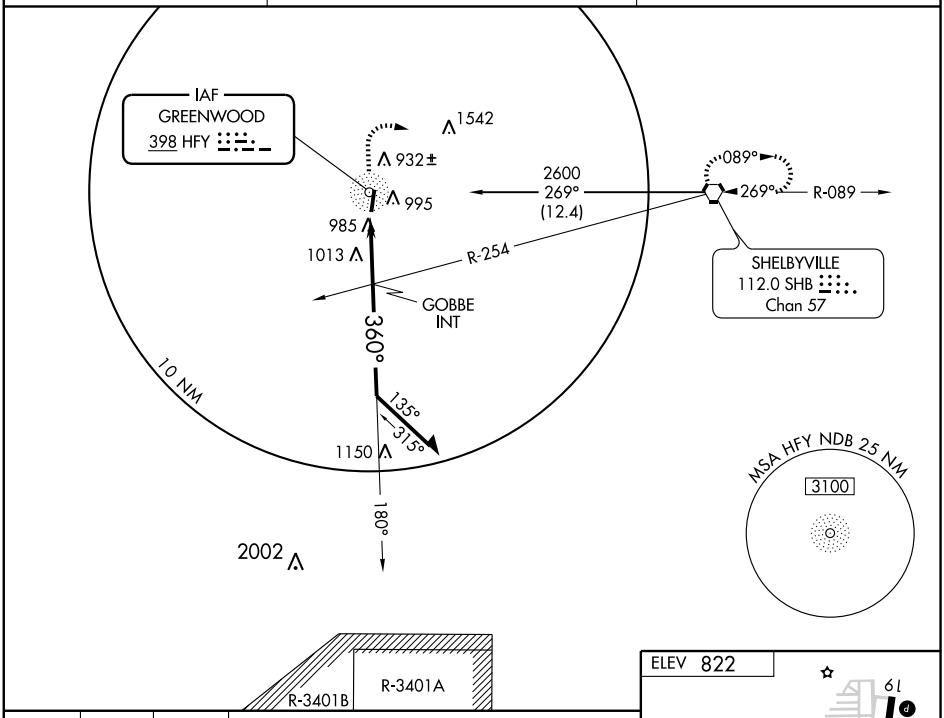
INDIANAPOLIS / GREENWOOD MUNI (HFY)

If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

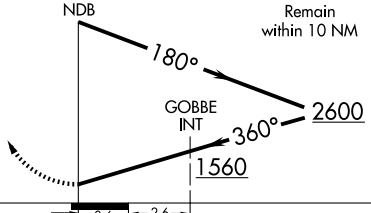
NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

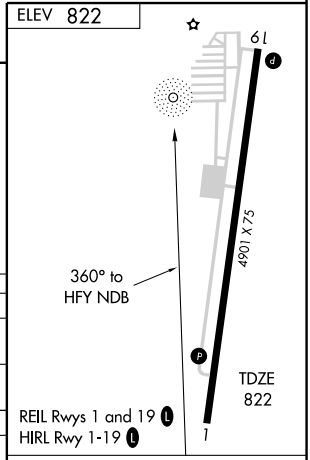
AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L



1800	2600	SHB 112.0



CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1

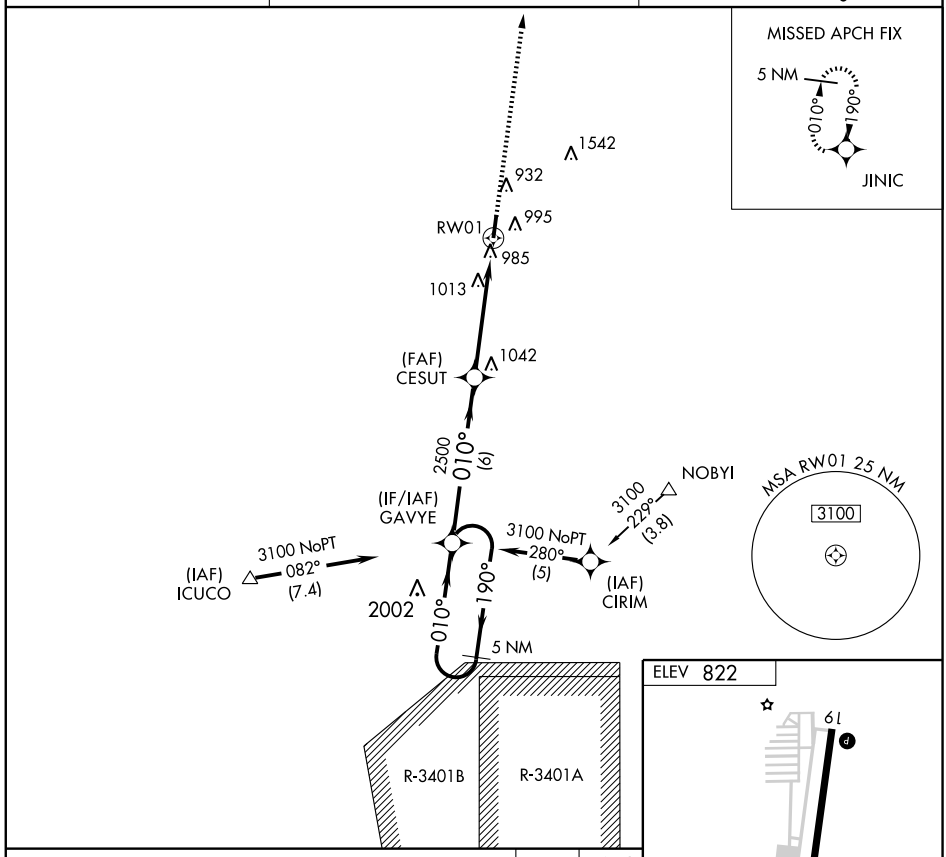
INDIANAPOLIS / GREENWOOD MUNI (HFY)

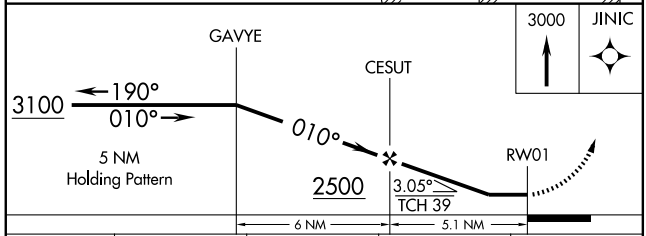
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

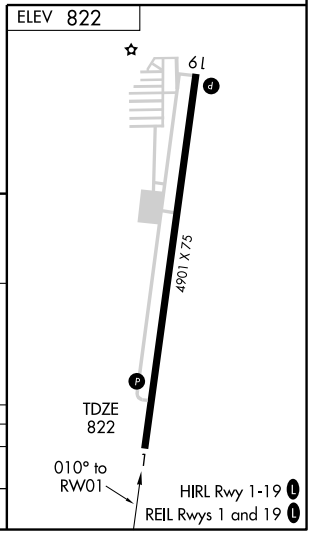
NA

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1	478 (500-1)	1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4901
CH 53703	190°	TDZE	822
W19A		Apt Elev	822

RNAV (GPS) RWY 19

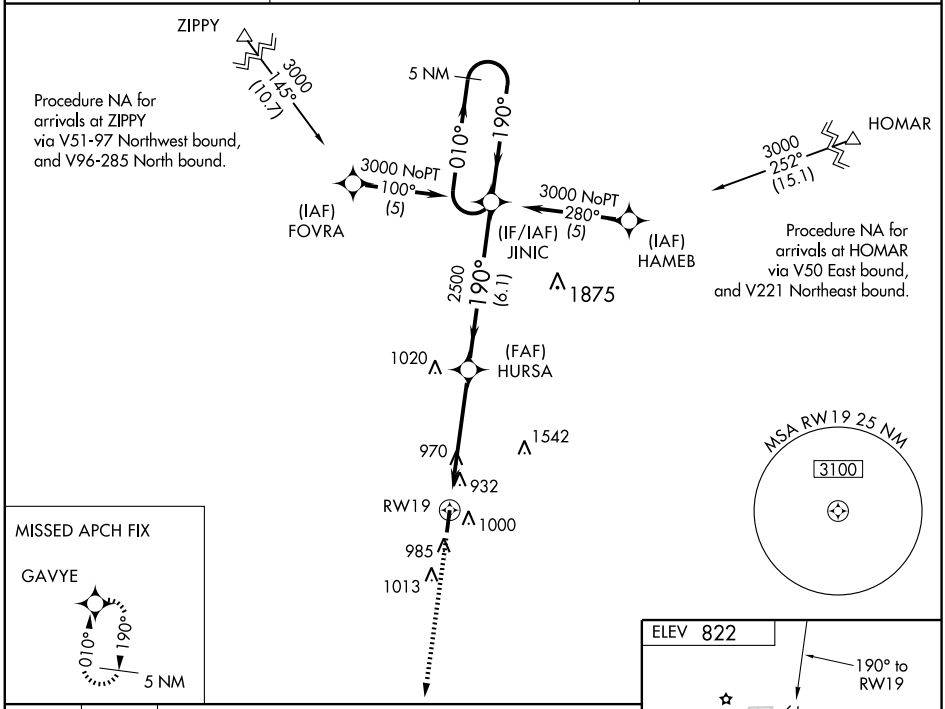
INDIANAPOLIS / GREENWOOD MUNI (HFY)

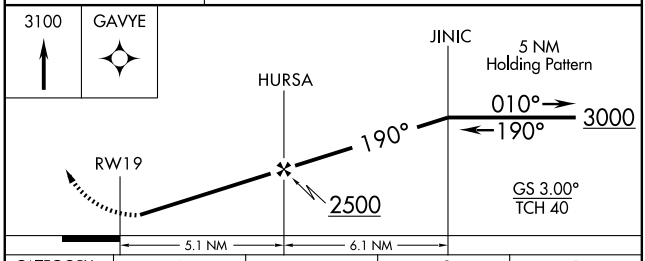
NA

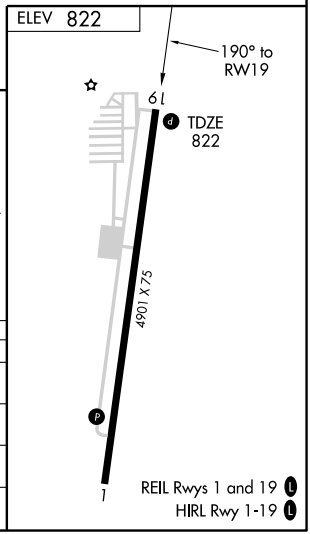
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-1 308 (400-1)			NA
LNAV/VNAV DA	1299-1¾ 477 (500-1¾)			NA
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SHB 112.0 Chan 57	APP CRS 269°	Rwy Idg N/A TDZE N/A Apt Elev 822

VOR-A

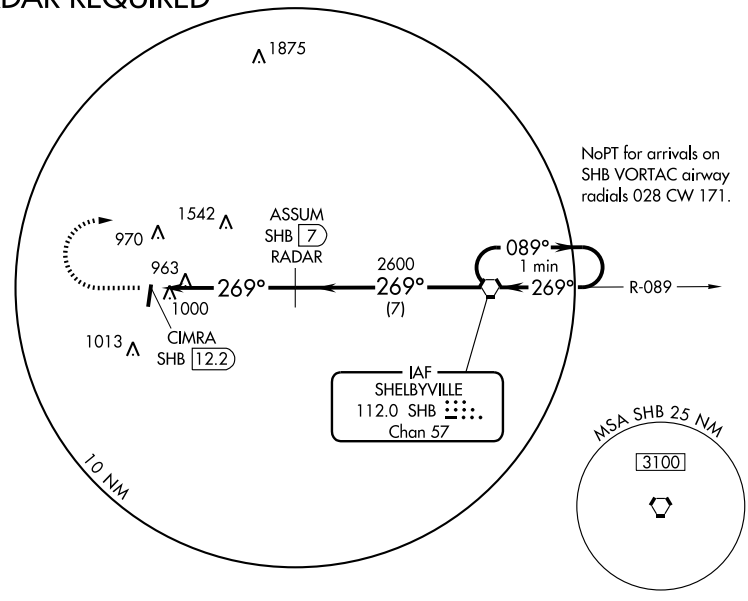
INDIANAPOLIS / GREENWOOD MUNI (HFY)

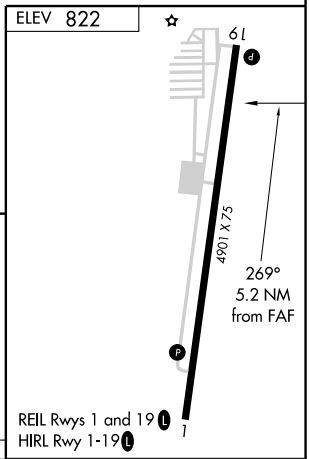
▼ ▲ NA — If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

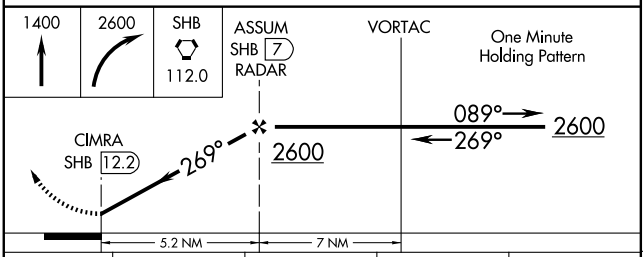
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5.2 NM

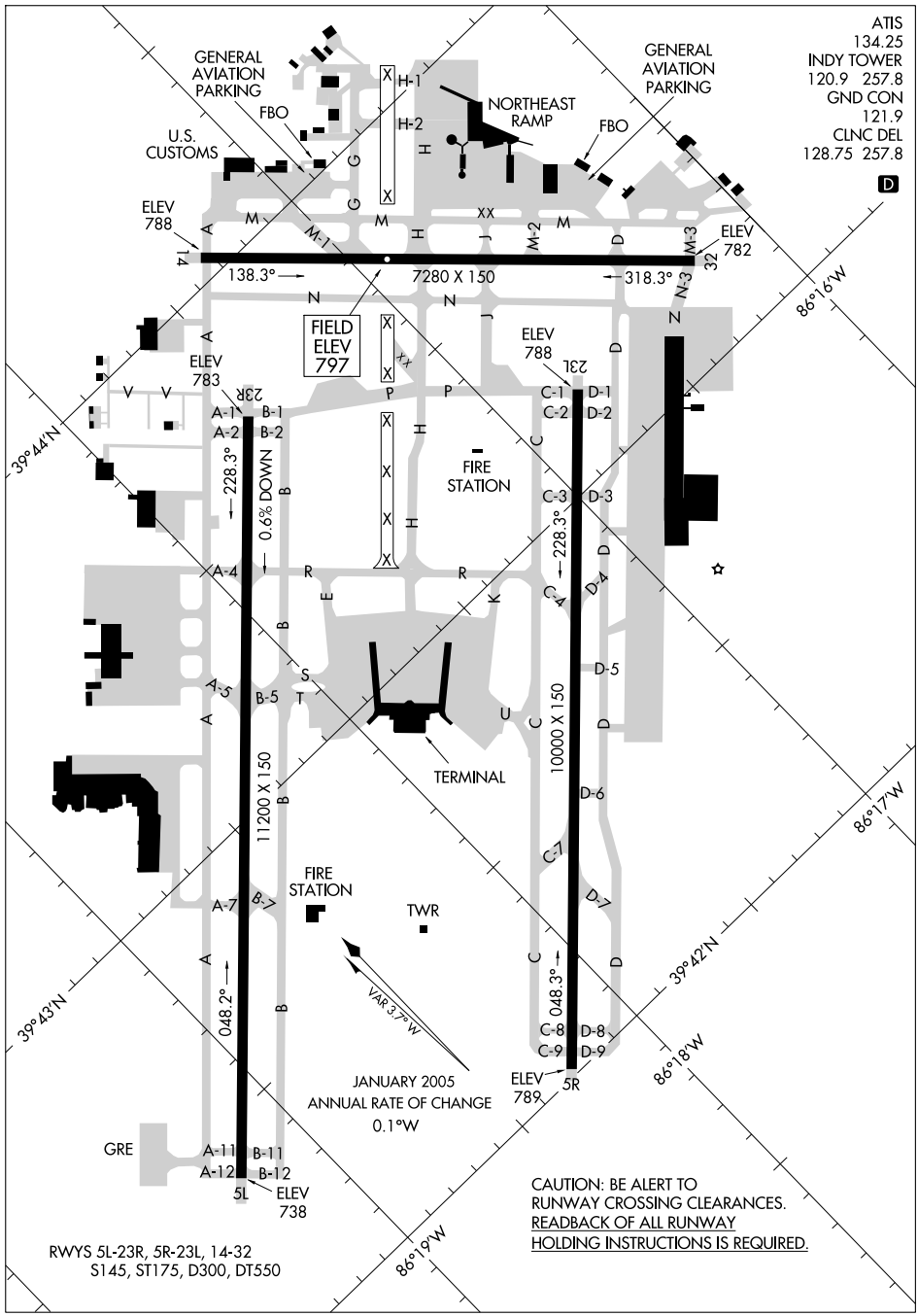
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2. 03 JUN 2010 to 01 JUL 2010

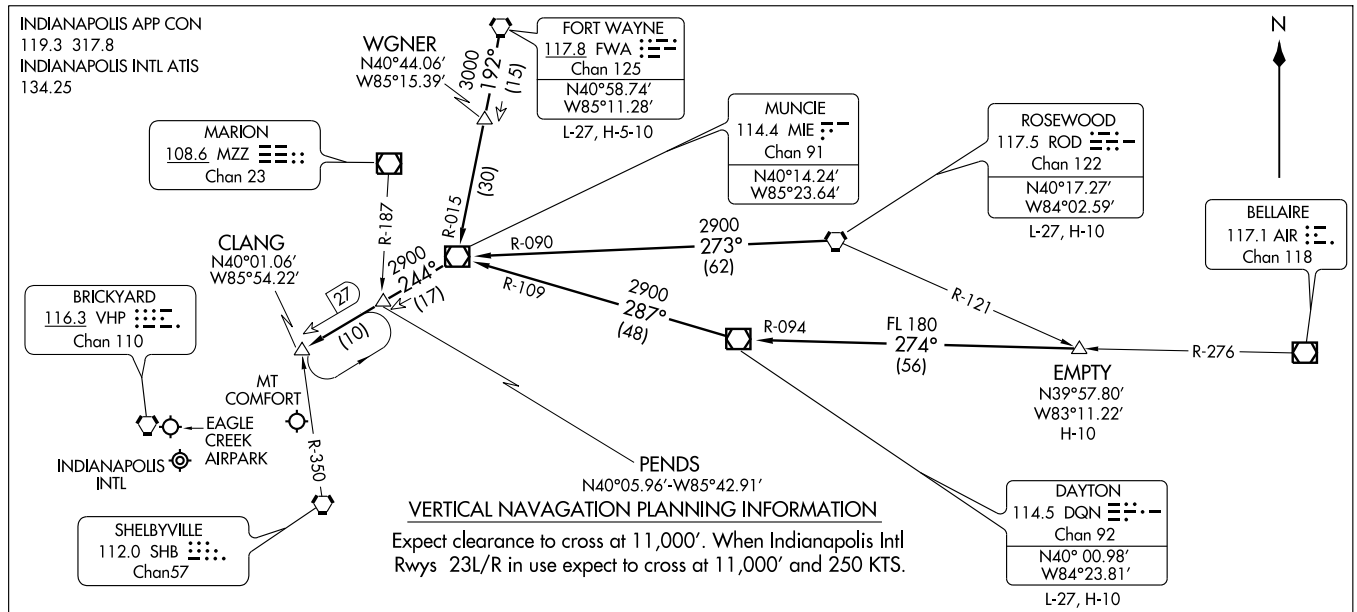
AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

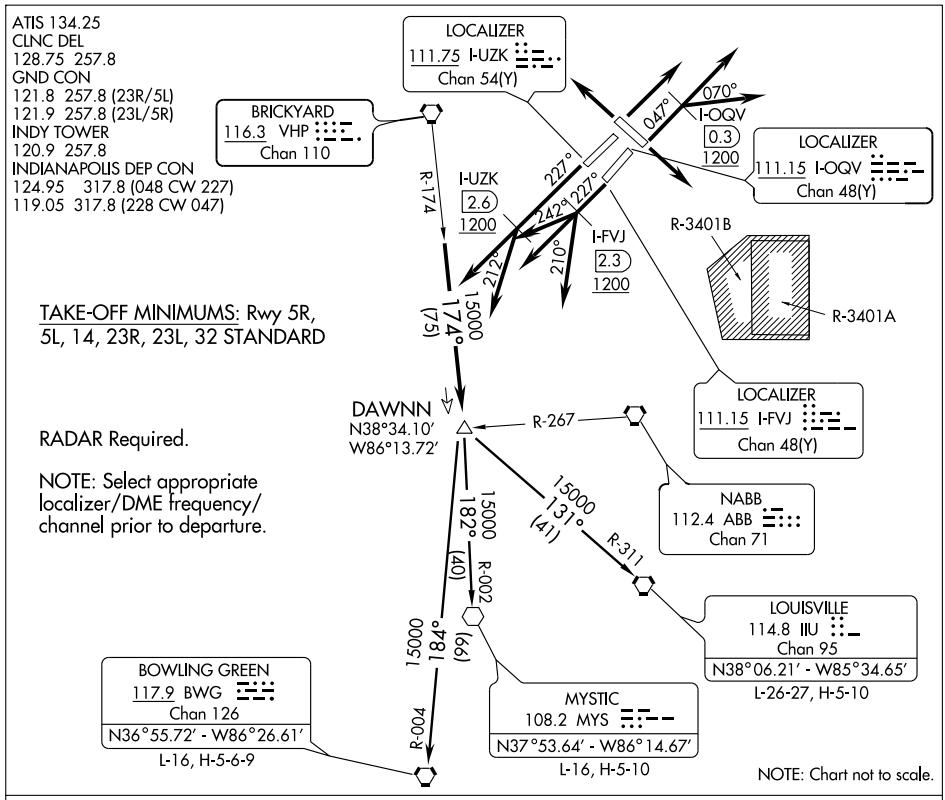
ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

(DAWNN3.DAWNN) 10098
DAWNN THREE DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect cleareance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN3.BWG): Via BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN3.IIU): Via IIU R-311 to IIU VORTAC.

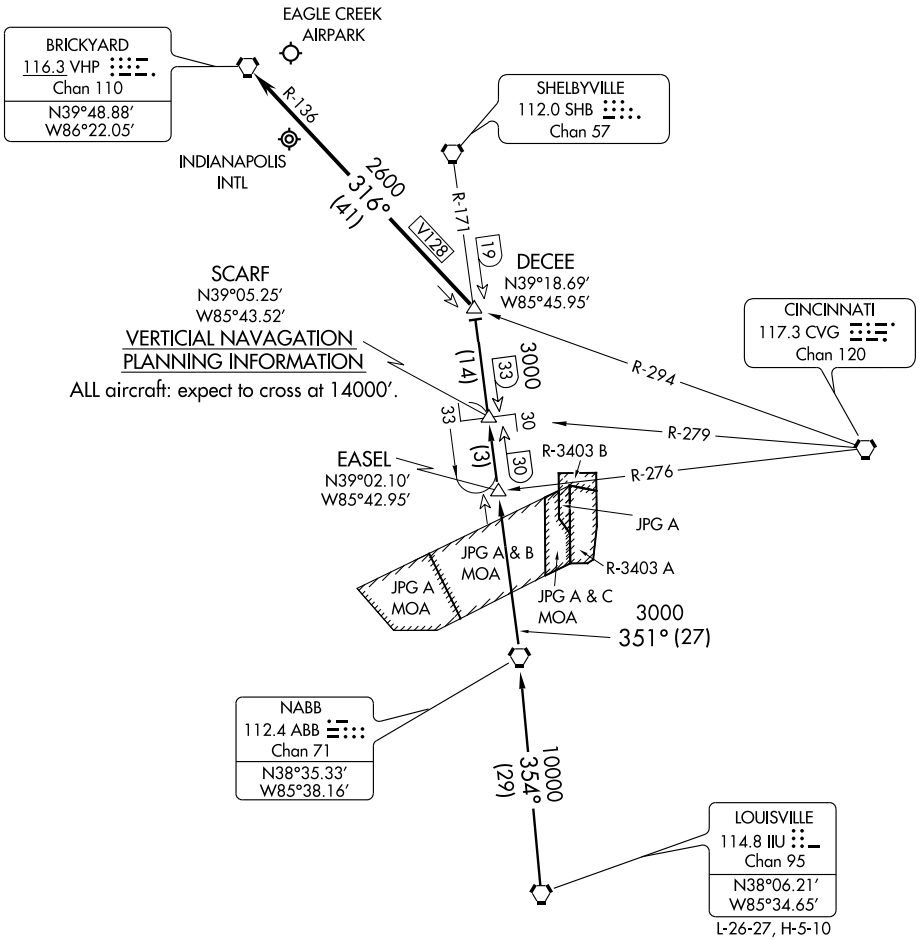
MYSTIC TRANSITION (DAWNN3.MYS): Via MYS R-002 to MYS VOR.

EC-2, 03 JUN 2010 to 01 JUL 2010

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147 1546 1150 944 1252 940 960 931 IM MM
LOCALIZER 111.75
I-IND
Chan 54(Y)

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
*4000
047°
(3.2)
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

*3000 when authorized by ATC.

227°
10 NM

*5000 to MERLO
030° (2.3) and
LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

VGSI and ILS glidepath not coincident.

1700	3000	VHP
		116.3

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
*5000
Procedure Turn NA
GS 3.00°
TCH 55
047°
*4000
3000
I-IND 3.6
I-IND 2
MM
IM
*3000 when authorized by ATC.

3.4 NM 3.2 NM 5.3 NM 1 NM 0.3 0.2

ELEV 797 D

849 923 901 780 X 150 0.6% DOWN 947 TDZE 748 11,200 X 150 1103± 10,000 X 150 23R 5L 23L 5R 32 14

047° 6.8 NM from FAF

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 5L	948/18 200 (200-½)			
S-LOC 5L	1300/24 552 (600-½)		1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS or LOC RWY 5R

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
For inoperative ALSF increase GOLSE Fix Minimums
S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

NURVE I-OQV 8.8 RADAR
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
GOLSE I-OQV 3.3
LOCALIZER 111.15 I-OQV Chan 48(Y)
BRINN LOM
LOM COLFA 232 CO

*3100 when authorized by ATC.

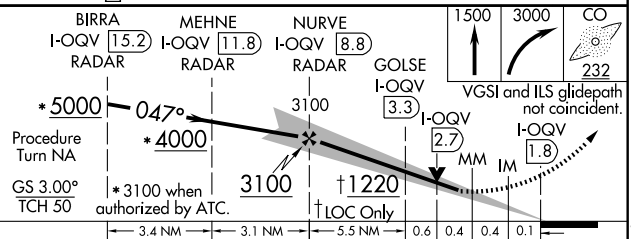
*5000 to BIRRA 048° (4.6) and LOC (6.2)

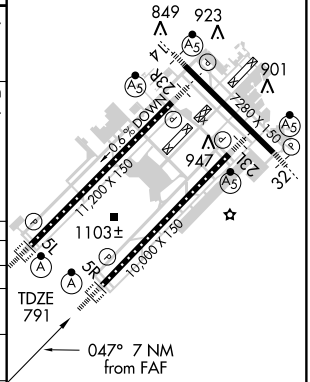
(IAF) KELLY (CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

MSA VHP 25 NM 3100

10 NM





CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-BJP	APP CRS	Rwy Idg	7280
110.5	137°	TDZE	796
		Apt Elev	797

ILS or LOC RWY 14
INDIANAPOLIS INTL (IND)

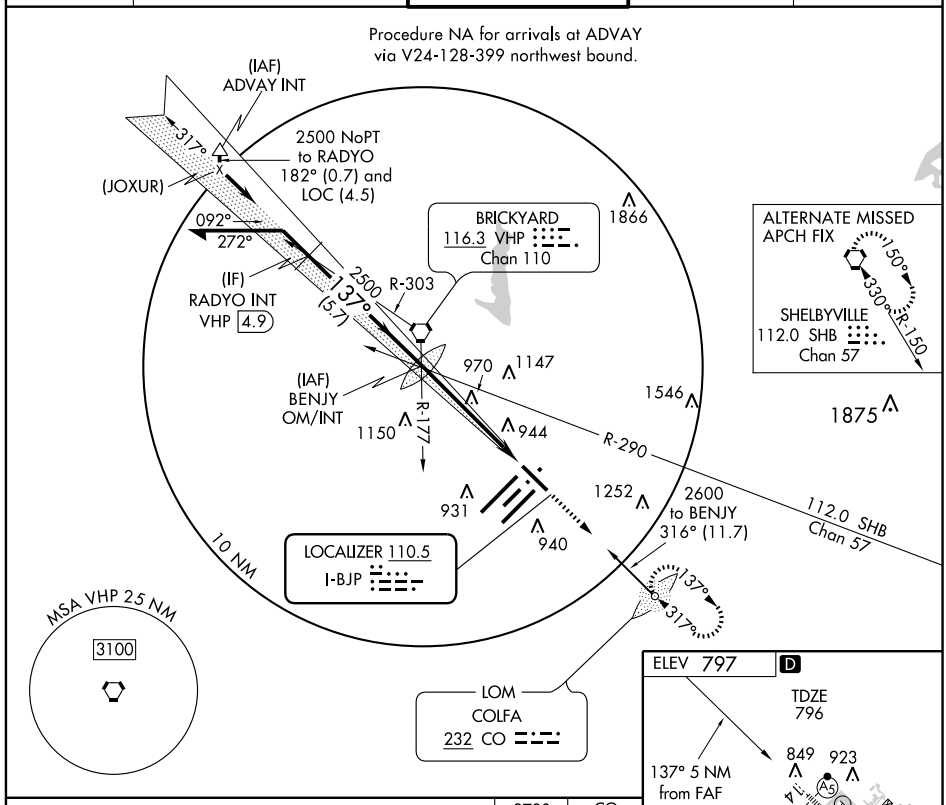
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

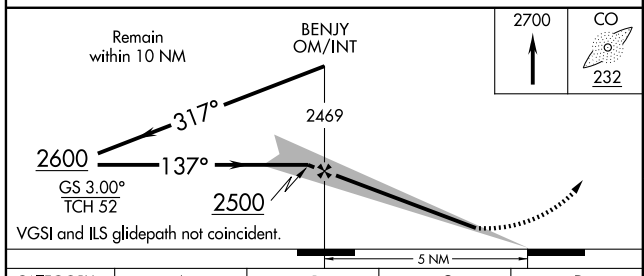
MALSR

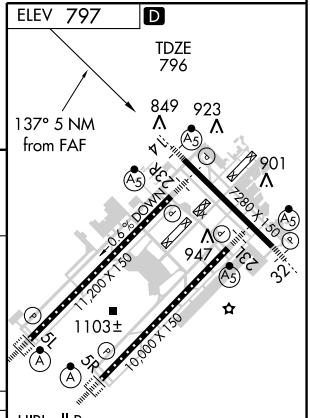
MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 14	* 996/24 200 (200-½)			
S-LOC 14	1220/24 424 (500-½)		1220/40 424 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-FVJ	APP CRS	Rwy Idg 10000
111.15	227°	TDZE 790
Chan 48 (Y)		Apt Elev 797

ILS or LOC RWY 23L

INDIANAPOLIS INTL (IND)

ADF REQUIRED
Simultaneous approach authorized with Rwy 23R.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

(IAF) CLANG

(EVUYU)

*5000 to ISOLA 182° (0.3) and LOC (11.3)

*2700 when authorized by ATC.

(IF) ISOLA INT I-FVJ 13.3 RADAR

1866

047°

BRICKYARD 116.3 VHP Chan 110

R-073

*4000 227° (13.4)

R-082

LAREZ LOM

2700 227° (4.3)

LATTE INT I-FVJ 9.9 RADAR

R-100

1147

1150

944

1546

1875

ZEROX INT I-FVJ 5.6 RADAR

LOCALIZER 111.15 I-FVJ Chan 48(Y)

931

MM

940

1252

10 NM

MSA VHP 25 NM

3100

137°

317°

LOM COLFA 232 CO

ALTERNATE MISSED APCH FIX

BRINN 219 OQ

047°

227°

1500 3000 CO 232

VGSI and ILS glidepath not coincident.

I-FVJ DME Ant.

I-FVJ 0.9

I-FVJ 0.2

MM

ZEROX INT I-FVJ 5.6 RADAR

2700

LATTE INT I-FVJ 9.9 RADAR

ISOLA INT I-FVJ 13.3 RADAR

Procedure Turn NA

227°

*5000

*4000

2700

*2700 when authorized by ATC.

GS 3.00° TCH 59

0.5 0.6 4.6 NM 4.3 NM 3.4 NM

ELEV 797 D

227° 5.7 NM from FAF

849 923 901

-0.2% DOWN

7280 X 150

11,200 X 150

947

1103±

10,000 X 150

TDZE 790

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-UZK	APP CRS	Rwy Idg 11200
111.75	227°	TDZE 783
Chan 54 (Y)		Apt Elev 797

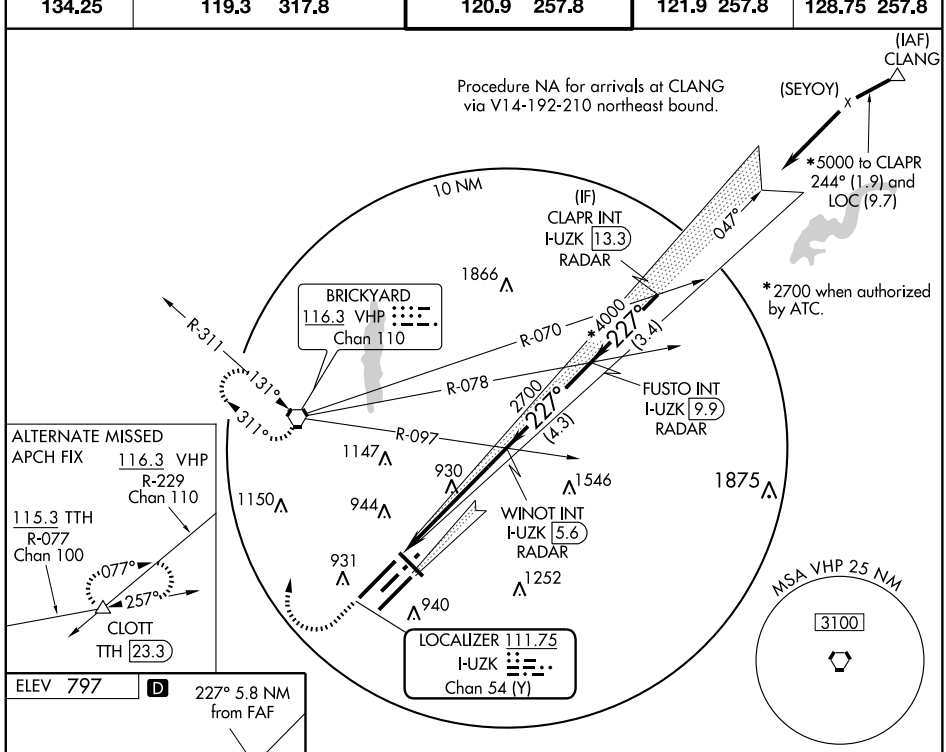
ILS or LOC RWY 23R
INDIANAPOLIS INTL (IND)

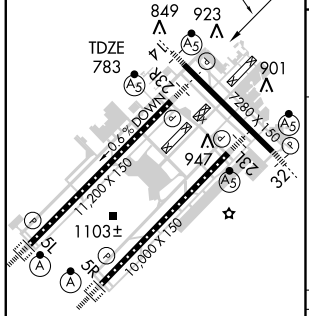
Simultaneous approach authorized with Rwy 23L.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

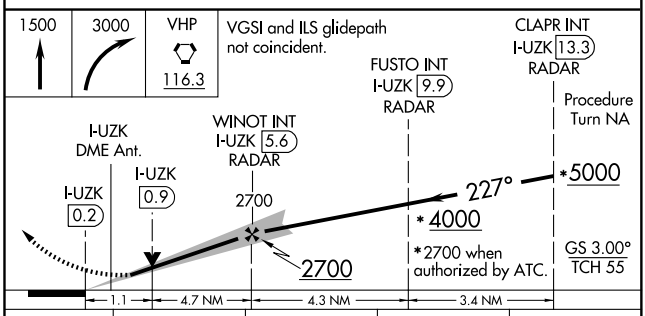
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:45	3:50	2:52	2:18	1:55



CATEGORY	A	B	C	D
S-ILS 23R	** 983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-COA	APP CRS	Rwy Idg	7280
110.5	317°	TDZE	792
		Apt Elev	797

ILS or LOC RWY 32
INDIANAPOLIS INTL (IND)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
ZIONSVILLE
248 HZP
180° 360°

1866
R-311
131°
311°
2700 to COLFA
137° (12.7)
1147
1150
1546
10 NM
1875
BRICKYARD
116.3 VHP
Chan 110
944
931
1252
LOM/IAF
COLFA
232 CO
COLFA INT
SHELBYVILLE
112.0 SHB
Chan 57
940
928
LOCALIZER 110.5
I-COA
R-274
2700
274°
(16.8)
317°
092°
272°
MSA VHP 25 NM
3100
2700 NoPT
317° (7.4)
2700
033°
(10.2)
(IAF)
OZMOE
137°
ROSES

ELEV 797 D

849 923 901 947 1103± TDZE 792
3.2° DOWN
11,200 X 150
10,800 X 150
7280 X 150
14 32 23 5R 5L
317° 5.5 NM from FAF

1500 3000 VHP 116.3

COLFA LOM/INT
Remain within 10 NM
137°
2605
317°
2700
GS 3.00°
TCH 53
2700
VGSI and ILS glidepath not coincident.
5.5 NM

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)		1240/40 448 (500-¾)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT II)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147 1546 1150 944 LOCALIZER 111.75 I-IND Chan 54(Y) IM 931 MM 960 940 1252

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

MSA VHP 25 NM
3100

* 3000 when authorized by ATC.

227°
10 NM

* 5000 to MERLO 030° (2.3) and LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 901 947 TDZE 748 0.6% DOWN 11,200 X 150 7280 X 150 10,000 X 150 1103± 14 32 23R 23L 5R 5L

VGSI and ILS glidepath not coincident.

1700	3000	VHP
		116.3

MERLO I-IND 15.4 RADAR
JODEL I-IND 12 RADAR
CENEK I-IND 8.8 RADAR
*5000
047°
*4000
3000
GS 3.00°
TCH 55
*3000 when authorized by ATC.
3000 MM DH RA 118 IM 748 MSL
3.4 NM 3.2 NM 6.3 NM 2048′ 1051′ 990′

CATEGORY	A	B	C	D
S-ILS 5L	848/12 100 RA 118			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IND	APP CRS	Rwy Idg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

ILS RWY 5L (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ALTERNATE MISSED APCH FIX
116.3 VHP
R-229
Chan 110
077°
257°
115.3 TTH
R-077
Chan 100
CLOTT
TTH 23.3

R-311 131° 311°
BRICKYARD
116.3 VHP
Chan 110

1147 1546 1150 944 1252 940 960 931 IM MM
LOCALIZER 111.75
I-IND
Chan 54(Y)

CENEK
I-IND 8.8
RADAR
JODEL
I-IND 12
RADAR
(IF)
MERLO
I-IND 15.4
RADAR
3000
047°
(3.2)
*4000
047°
(3.4)
PULLY
LOM

DME or RADAR REQUIRED

*3000 when authorized by ATC.

227°
10 NM

MSA VHP 25 NM
3100

*5000 to MERLO 030° (2.3) and LOC (8.3)
(OYINU)
(IAF)
KELLY

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

ELEV 797 D

849 923 14 23R 23L 5R 5L 901 32 7280 X 150 0.6% DOWN 947 11,200 X 150 1103± 10,000 X 150 TDZE 748

MERLO
I-IND 15.4
RADAR
JODEL
I-IND 12
RADAR
CENEK
I-IND 8.8
RADAR
VGSI and ILS glidepath not coincident.
1700 3000 VHP 116.3
*5000
047°
*4000
3000
047°
GS 3.00°
TCH 55
MM 956
IM 848
748 MSL
*3000 when authorized by ATC.
3.4 NM 3.2 NM 6.3 NM 2049′ 1050′ 990′

CATEGORY	A	B	C	D
S-ILS 5L	CAT IIIA RVR 07			
S-ILS 5L	CAT IIIB RVR 06			
S-ILS 5L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT II)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
GOLSE I-OQV 3.3
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
BRINN LOM
3100 047° (3.1) *4000 047° (3.4) 227°

LOCALIZER 111.15 I-OQV Chan 48(Y)

137° 317° LOM COLFA 232 CO

MSA VHP 25 NM 3100

10 NM

*3100 when authorized by ATC.

*5000 to BIRRA 048° (4.6) and LOC (6.2)

(IAF) KELLY (CIVUV)

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D

849 923 901 280 X 150 11,200 X 150 10,000 X 150 0.4% DOWN 947 1103± TDZE 791

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

BIRRA I-OQV 15.2 RADAR
MEHNE I-OQV 11.8 RADAR
NURVE I-OQV 8.8 RADAR
Procedure Turn NA
* 5000 047°
*4000 3100 047°
3100
MM
DH
IM
GS 3.00° TCH 50
*3100 when authorized by ATC.
RA 131
791 MSL

1500	3000	CO
		232

VGSI and ILS glidepath not coincident.

3.4 NM 3.1 NM 6.5 NM 1805' 990' 1032'

CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OQV	APP CRS	Rwy Idg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

ADF and DME or RADAR REQUIRED

BRICKYARD 116.3 VHP Chan 110

ALTERNATE MISSED APCH FIX
LAREZ 349 FV 227° 047°

1530 1147 1150 944 931 IM MM 865± 940 1252

NURVE I-OQV 8.8 RADAR
GOLSE I-OQV 3.3
MEHNE I-OQV 11.8 RADAR
(IF) BIRRA I-OQV 15.2 RADAR
BRINN LOM
3100 047° (3.1) *4000 047° (3.4) 227°

LOCALIZER 111.15 I-OQV Chan 48(Y)

LOM COLFA 232 CO 137° 317°

MSA VHP 25 NM 3100

*3100 when authorized by ATC.

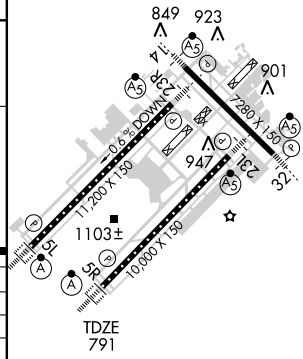
*5000 to BIRRA 048° (4.6) and LOC (6.2)

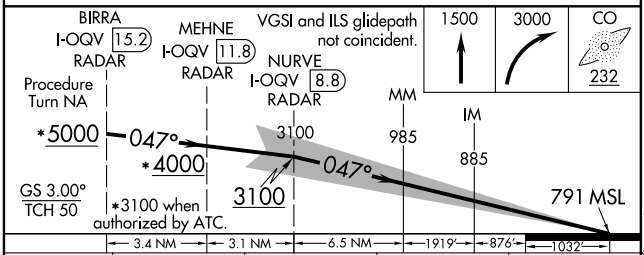
(IAF) KELLY (CIVUV)

10 NM

Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

ELEV 797 D





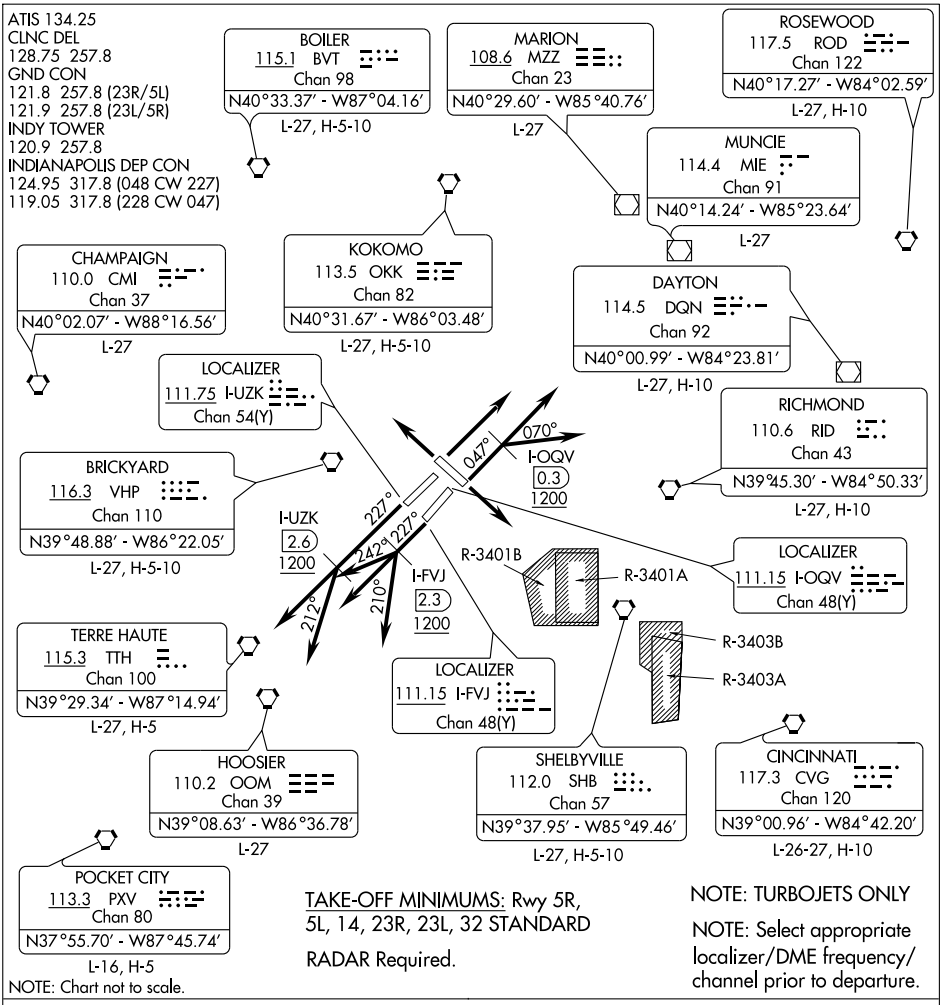
CATEGORY	A	B	C	D
S-ILS 5R	CAT IIIA RVR 07			
S-ILS 5R	CAT IIIB RVR 06			
S-ILS 5R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2. 03 JUN 2010 to 01 JUL 2010

INDY TWO DEPARTURE



TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: TURBOJETS ONLY

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210° , 227° , or 242° . Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

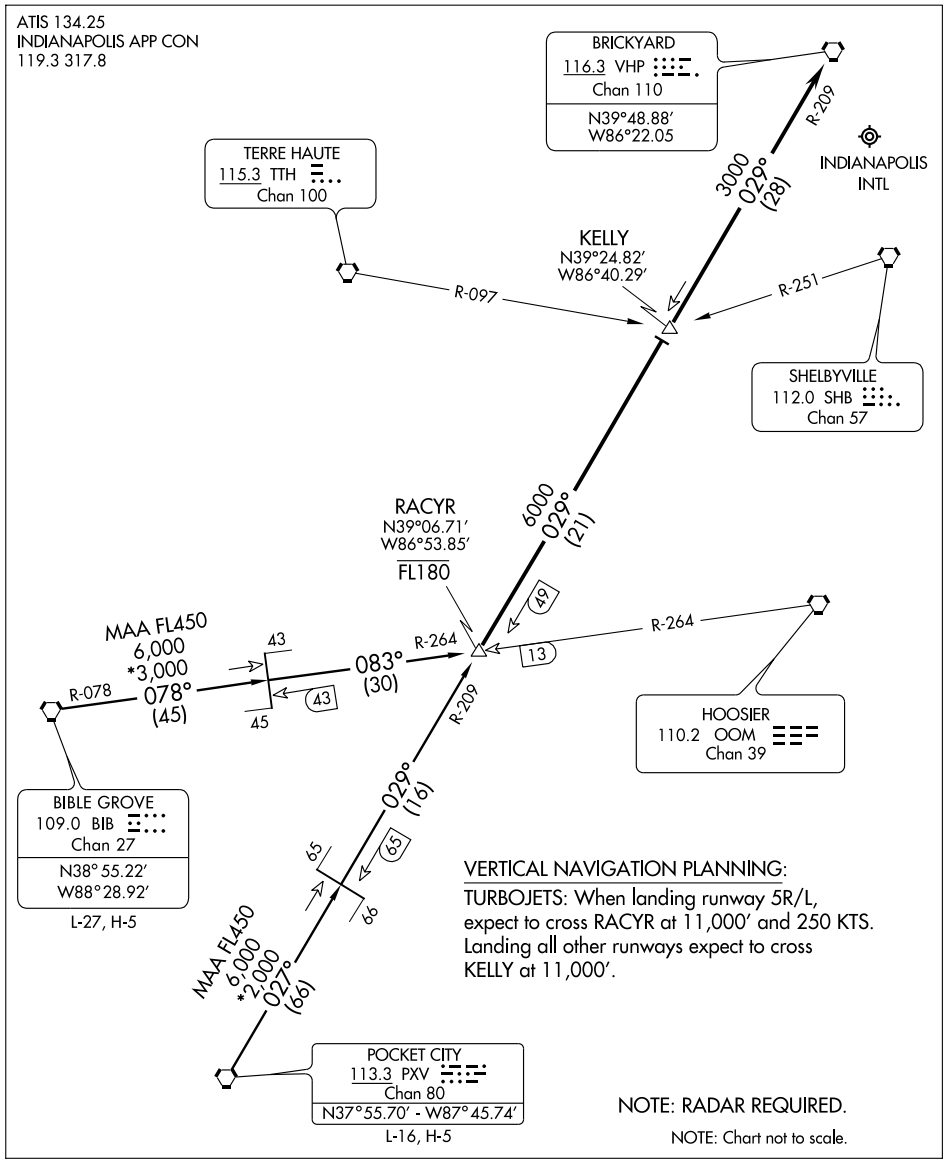
EC-2, 03 JUN 2010 to 01 JUL 2010

(RACYR.RACYR1) 08269

ST-203 (FAA)

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg	11200
CH 45706	046°	TDZE	748
W05A		Apt Elev	797

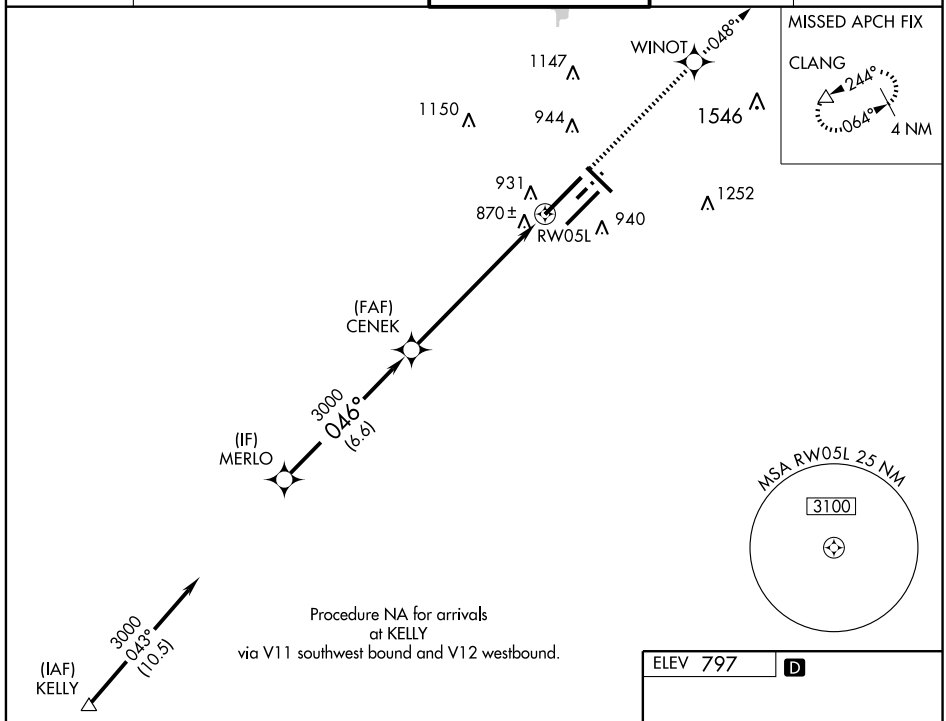
RNAV (GPS) Y RWY 5L
INDIANAPOLIS INTL (IND)

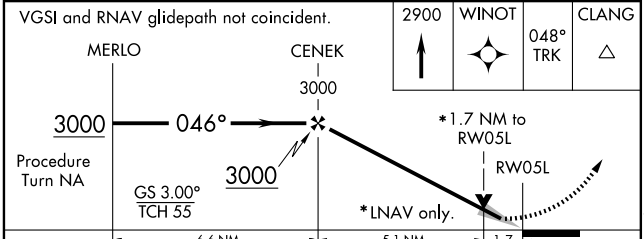
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

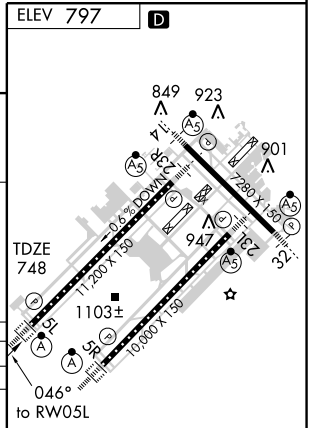
MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50306	046°	TDZE	791
W05B		Apt Elev	797

RNAV (GPS) Y RWY 5R

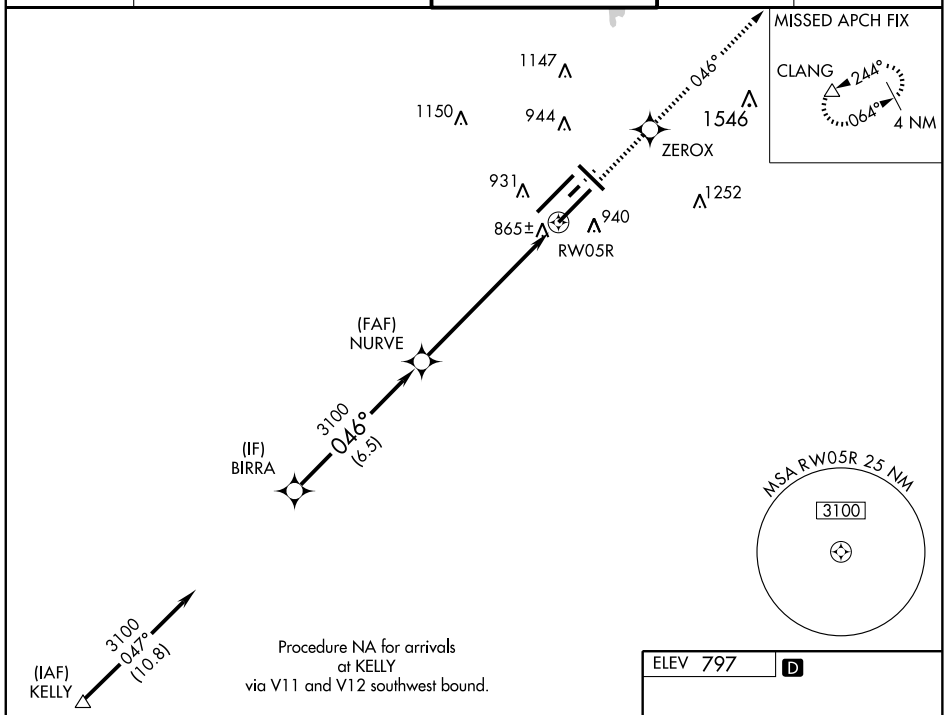
INDIANAPOLIS INTL (IND)

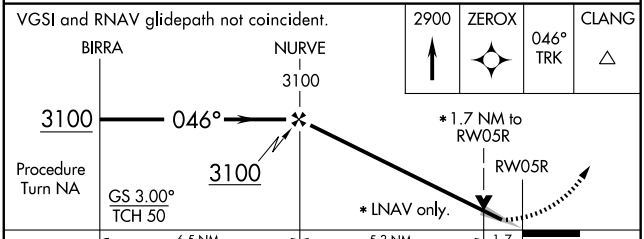
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

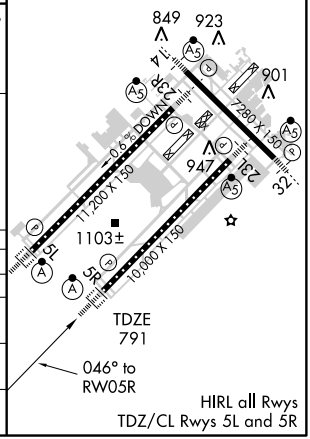
MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-1¼)	1400-1½ 609 (700-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



WAAS CH 42602 W14A	APP CRS 137°	Rwy Idg 7280 TDZE 796 Apt Elev 797

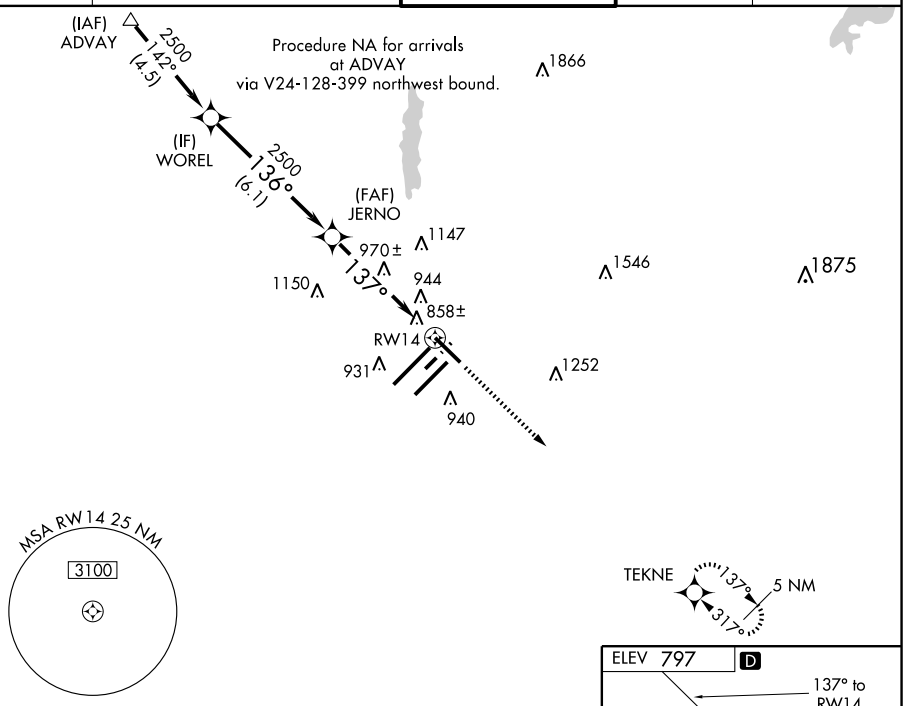
RNAV (GPS) Y RWY 14
INDIANAPOLIS INTL (IND)

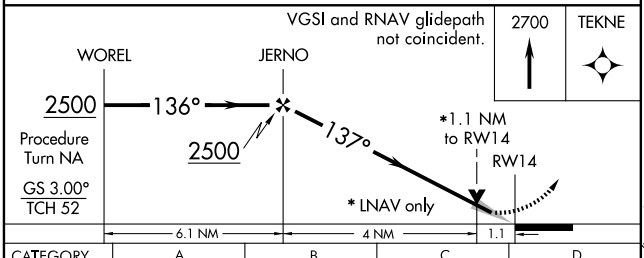
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

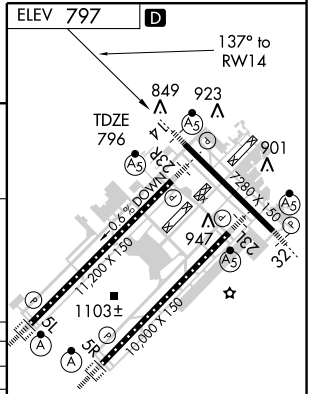
MISSED APPROACH: Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
LPV DA	1046/24 250 (300-½)			
LNAV/VNAV DA	1230/50 434 (500-1)			
LNAV MDA	1220/24 424 (500-½)		1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10000
CH 86406	227°	TDZE	790
W23A		Apt Elev	797

RNAV (GPS) Y RWY 23L

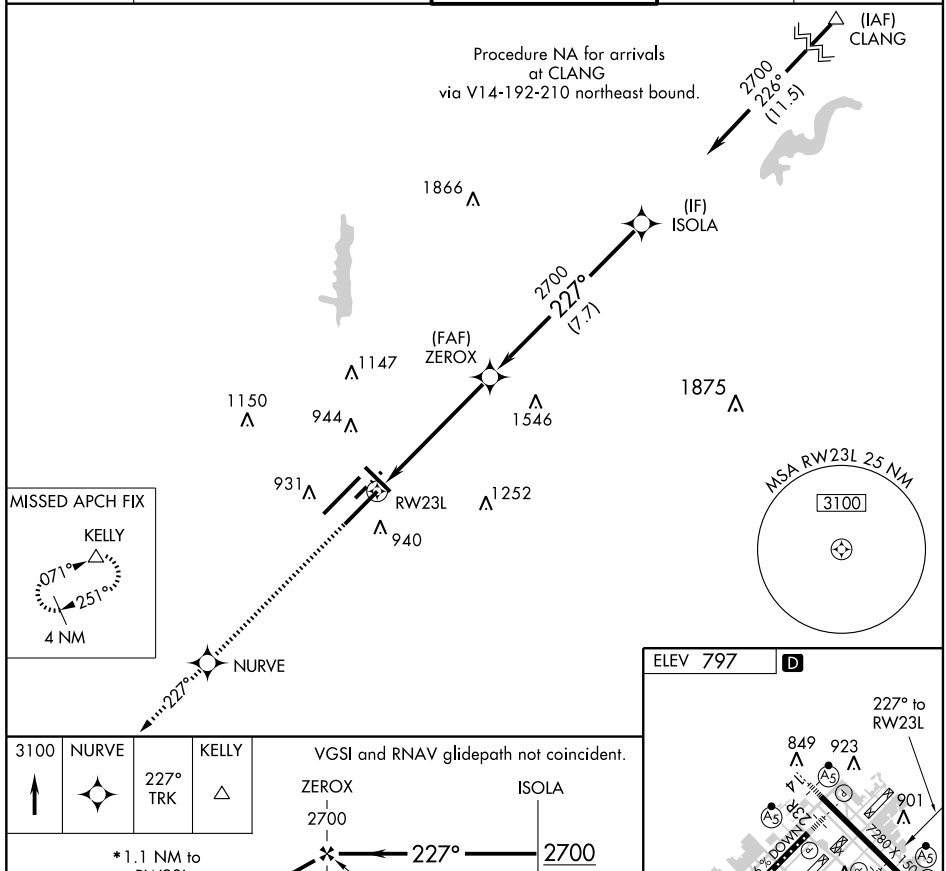
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

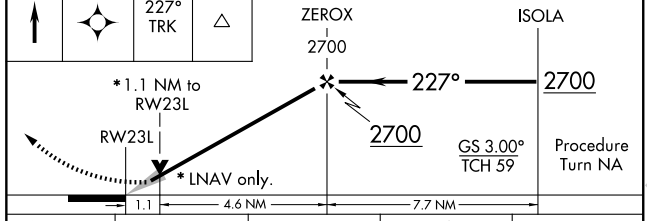
MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



3100	NURVE	227° TRK	KELLY

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)		1220/40 430 (500-¾)	1220/50 430 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg 11200
CH 77706	227°	TDZE 783
W23B		Apt Elev 797

RNAV (GPS) Y RWY 23R

INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

(IAF) CLANG

2700 230° (11.6)

(IF) CLAPR

1866

2700 227° (7.7)

(FAF) WINOT

1147 1150 944 1546 1875

RW23R 931 940 1252

MSA RW23R 25 NM 3100

MISSED APCH FIX KELLY 071° 251° 4 NM

224° CENEK

ELEV 797 D

227° to RW23R

849 923 TDZE 783 901 947

23R 23L 5L 5R 32

0.6% DOWN

11,200 X 150

7280 X 150

10,000 X 150

1103±

3100	CENEK	TRK 224°	KELLY

WINOT 2700 — 227° — CLAPR 2700

*1.2 NM to RW23R

RW23R

*LNAV only.

2700

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

GS 3.00°

TCH 55

1.2 4.6 NM 7.7 NM

CATEGORY	A	B	C	D
LPV DA	1172/40 389 (400-¾)			
LNAV/VNAV DA	1242/50 459 (500-1)			
LNAV MDA	1220/24 437 (500-½)		1220/40 437 (500-¾)	1220/50 437 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 62802 W32A	APP CRS 317°	Rwy Idg 7280 TDZE 792 Apt Elev 797

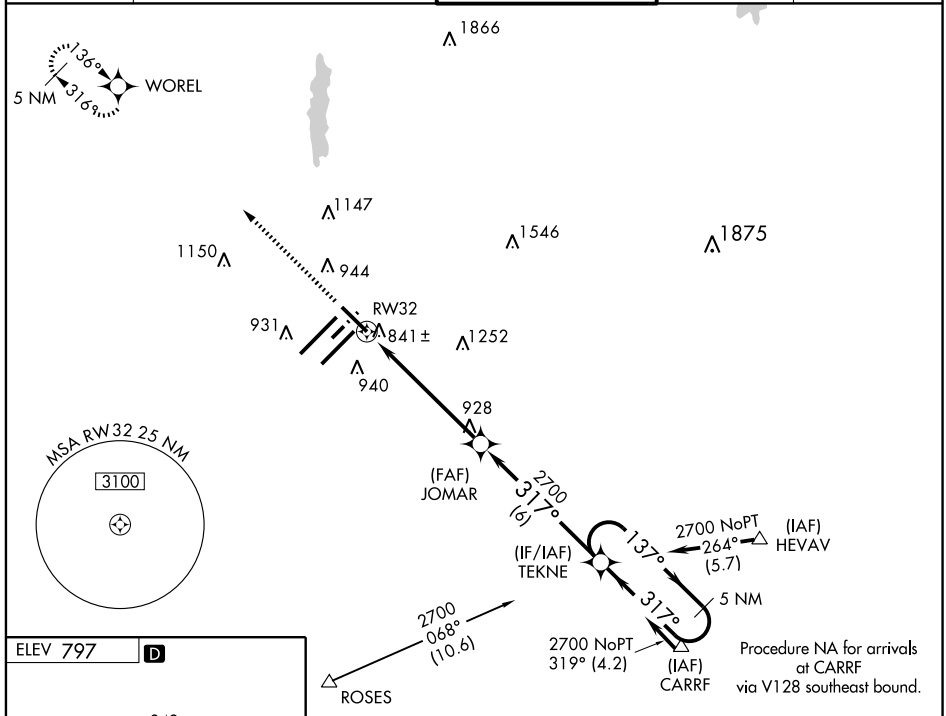
RNAV (GPS) Y RWY 32
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

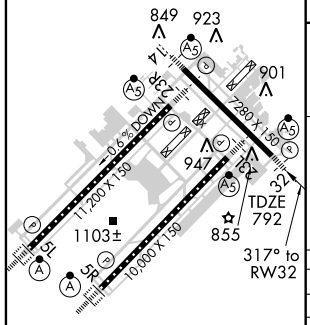
MALSR

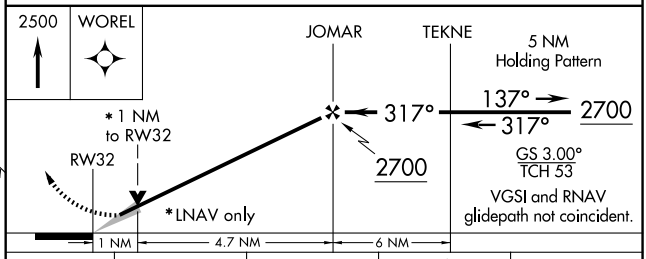
MISSED APPROACH: Climb to 2500 direct WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



ELEV 797 D





CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

APP CRS	Rwy Idg	11200
046°	TDZE	748
	Apt Elev	797

RNAV (RNP) Z RWY 5L

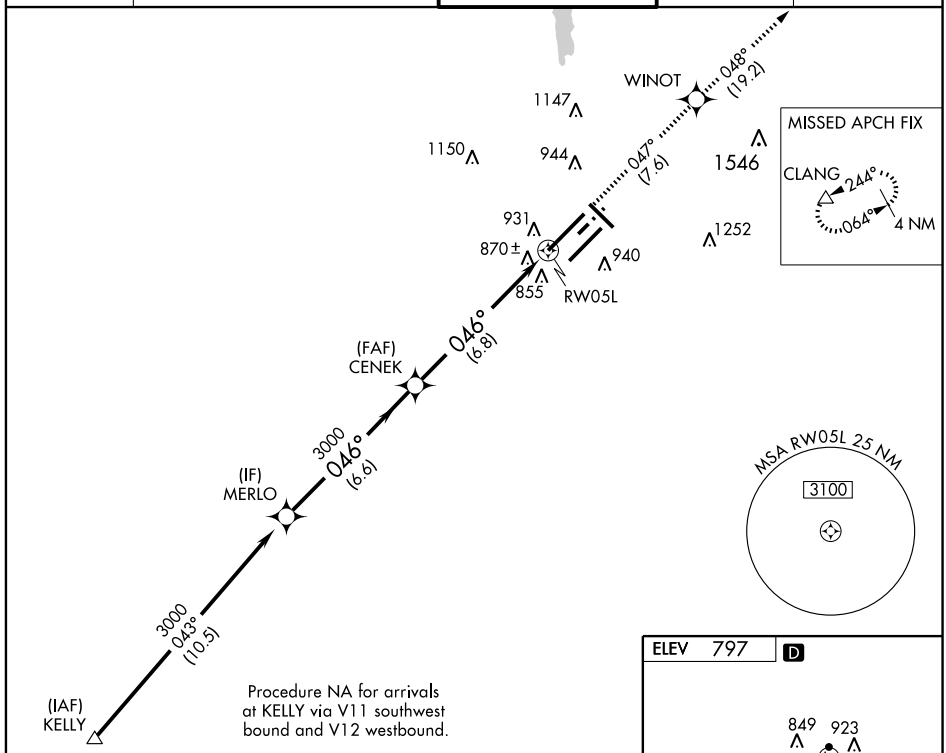
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

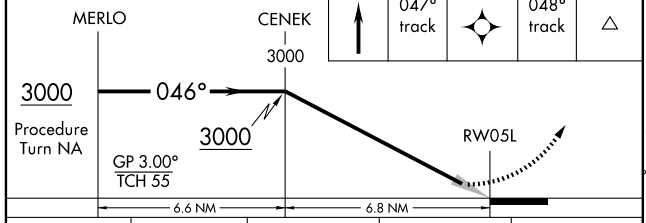
MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



VGSI and RNAV glidepath not coincident.

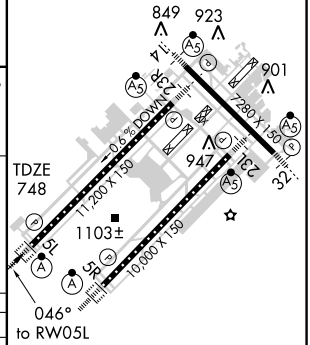
2900	047° track	WINOT	048° track	CLANG



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/50 391 (400-1)			
RNP 0.30 DA	1215/60 467 (500-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10000
046°	TDZE	791
	Apt Elev	797

RNAV (RNP) Z RWY 5R

INDIANAPOLIS INTL (IND)

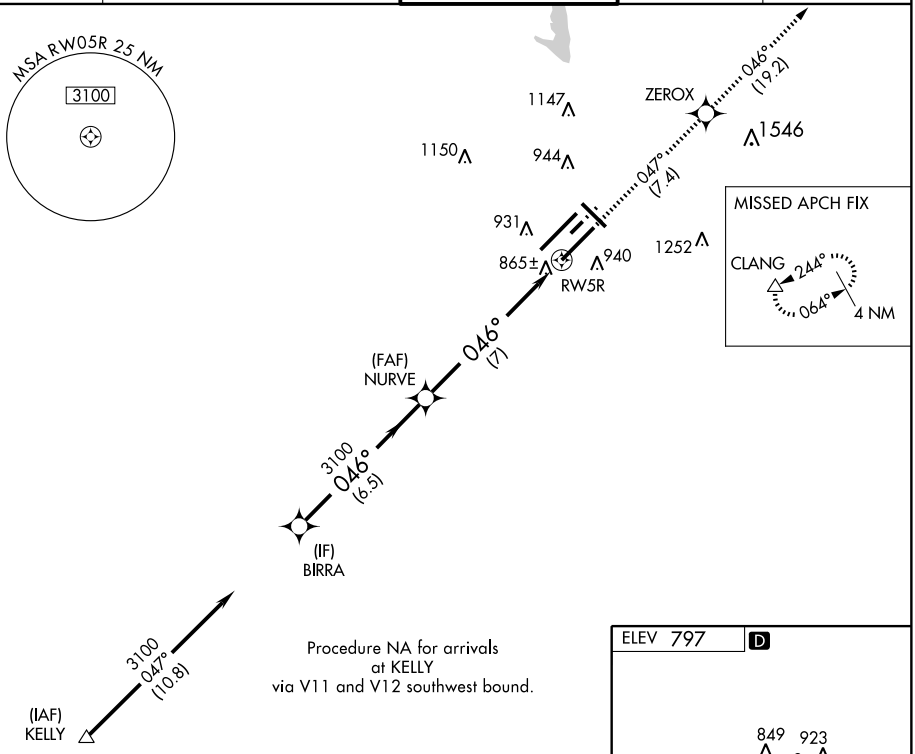
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

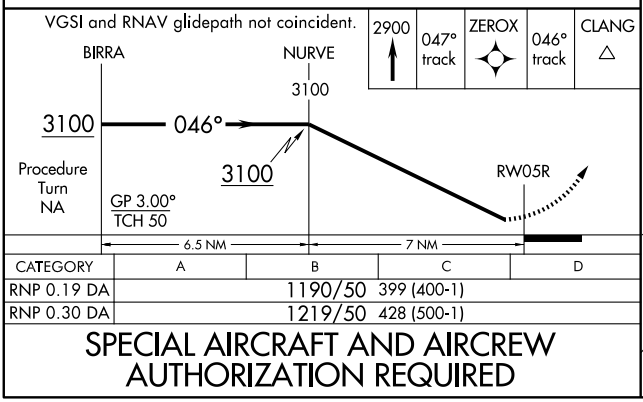
NA

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

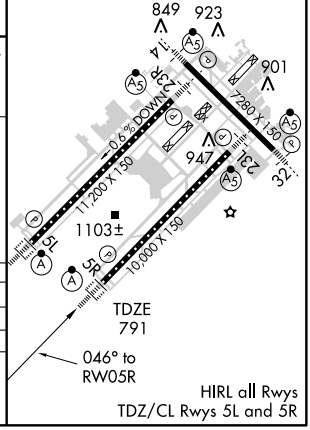
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.19 DA	1190/50 399 (400-1)			
RNP 0.30 DA	1219/50 428 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7280
137°	TDZE	796
	Apt Elev	797

RNAV (RNP) Z RWY 14

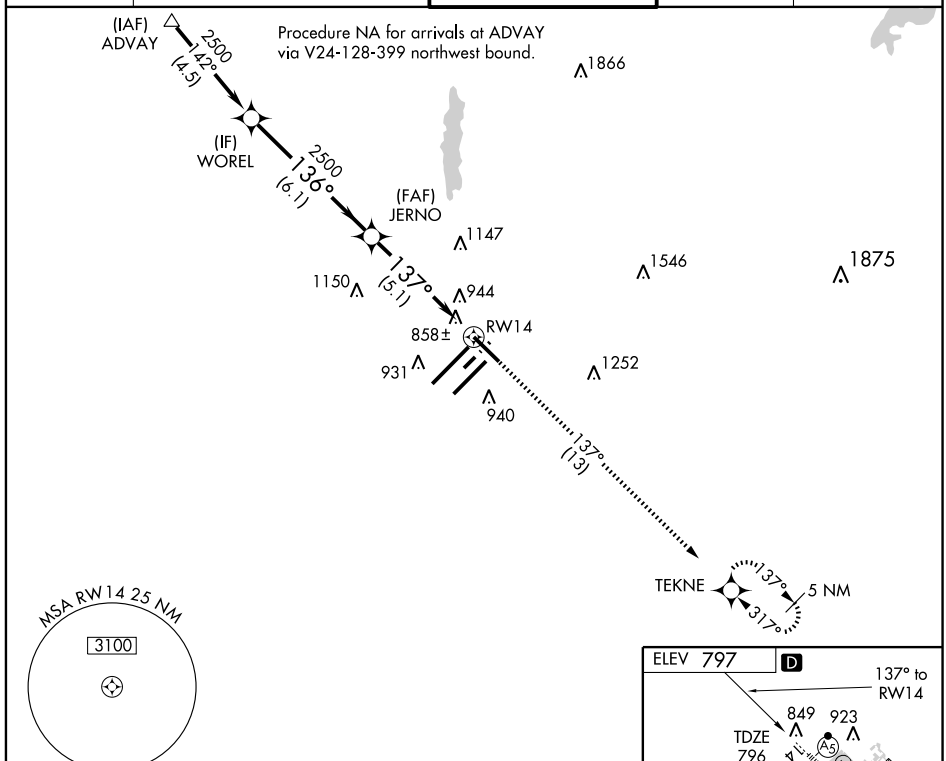
INDIANAPOLIS INTL (IND)

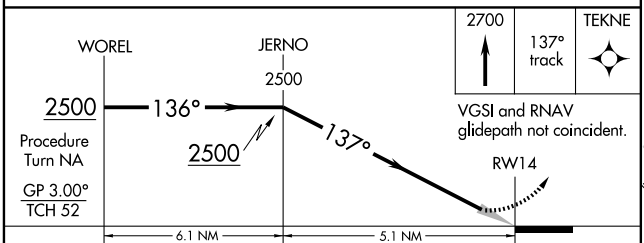
NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

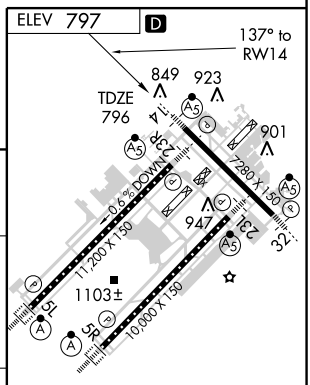
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.22 DA	1093/24	297 (300-½)		
RNP 0.30 DA	1172/40	376 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10000
227°	TDZE	790
	Apt Elev	797

RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

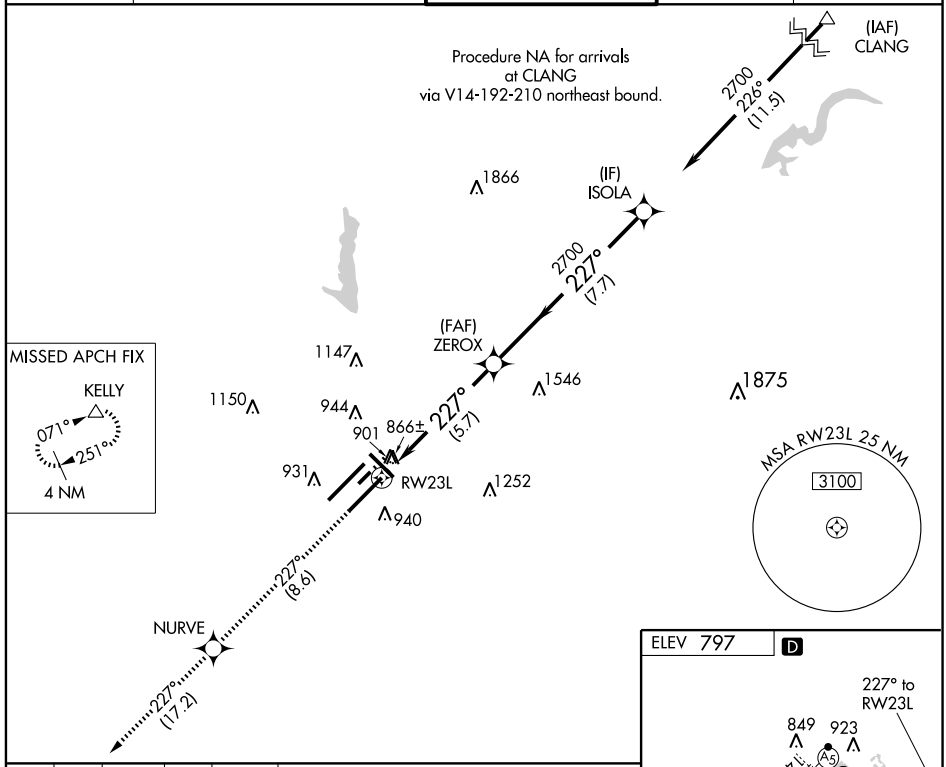
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

NA

MALSR

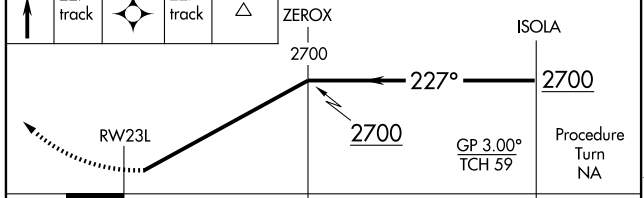
MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



3100	227° track	NURVE	227° track	KELLY

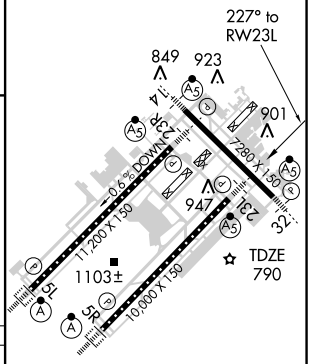
VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.25 DA	1168/40 378 (400-¾)			
RNP 0.30 DA	1182/50 392 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11200
227°	TDZE	783
	Apt Elev	797

RNAV (RNP) Z RWY 23R

INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8

Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

(IAF) CLANG

2700 230° (11.6)

(IF) CLAPR

1866

2700 227° (7.7)

(FAF) WINOT

1147

1150 944 227° (5.8) 1546 1875

RW23R 923

931 1252 940

MSA RW23R 25 NM 3100

MISSED APCH FIX KELLY 071° 251° 4 NM

227° (8.7) CENEK

224° (17.1)

ELEV 797 D

227° to RW23R

849 923 TDZE 783 901

4 NM 2.4% DOWN 11,200 X 150 7,280 X 150 10,000 X 150 947 1103± 23R 23L 32

3100	227° track	CENEK	224° track	KELLY

WINOT 2700 CLAPR

227° 2700 2700

Procedure Turn NA

GP 3.00° TCH 55

RW23R

VGSI and RNAV glidepath not coincident.

5.8 NM 7.7 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1220/50	437 (500-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

APP CRS	Rwy Idg	7280
317°	TDZE	792
	Apt Elev	797

RNAV (RNP) Z RWY 32

INDIANAPOLIS INTL (IND)

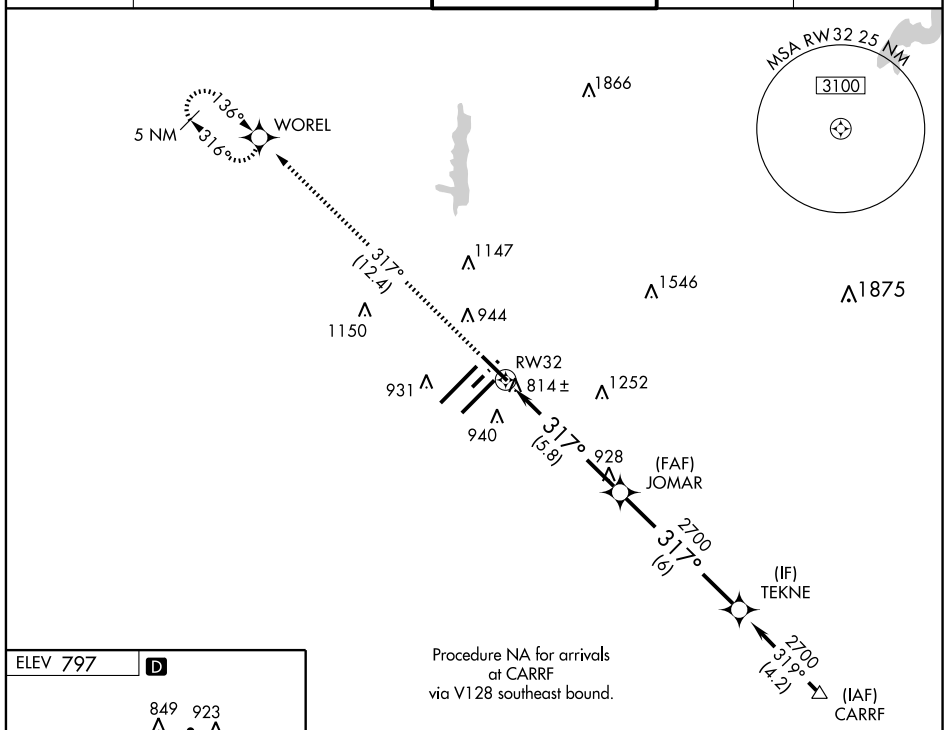
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

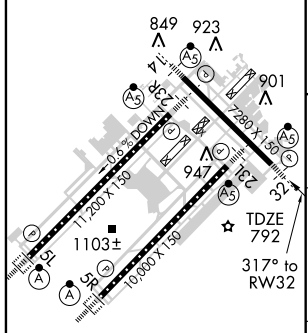
NA

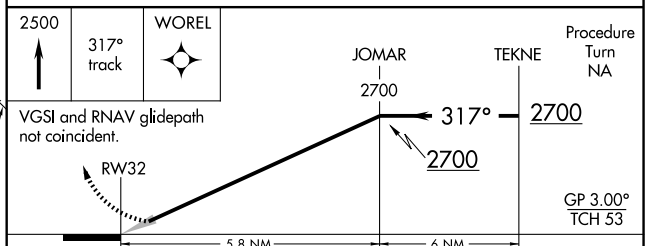
MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24		298 (300-½)	
RNP 0.30 DA	1186/50		394 (400-1)	

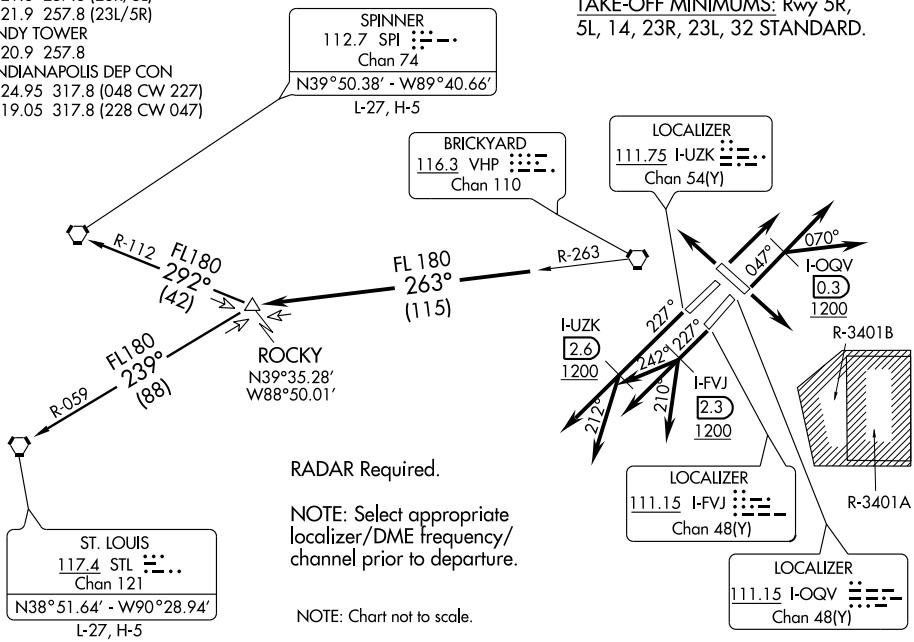
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 03 JUN 2010 to 01 JUL 2010

ROCKY FOUR DEPARTURE

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.8 257.8 (23R/5L)
121.9 257.8 (23L/5R)
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (048 CW 227)
119.05 317.8 (228 CW 047)

TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD.



RADAR Required.

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clerance to requested altitude ten minutes after departure.

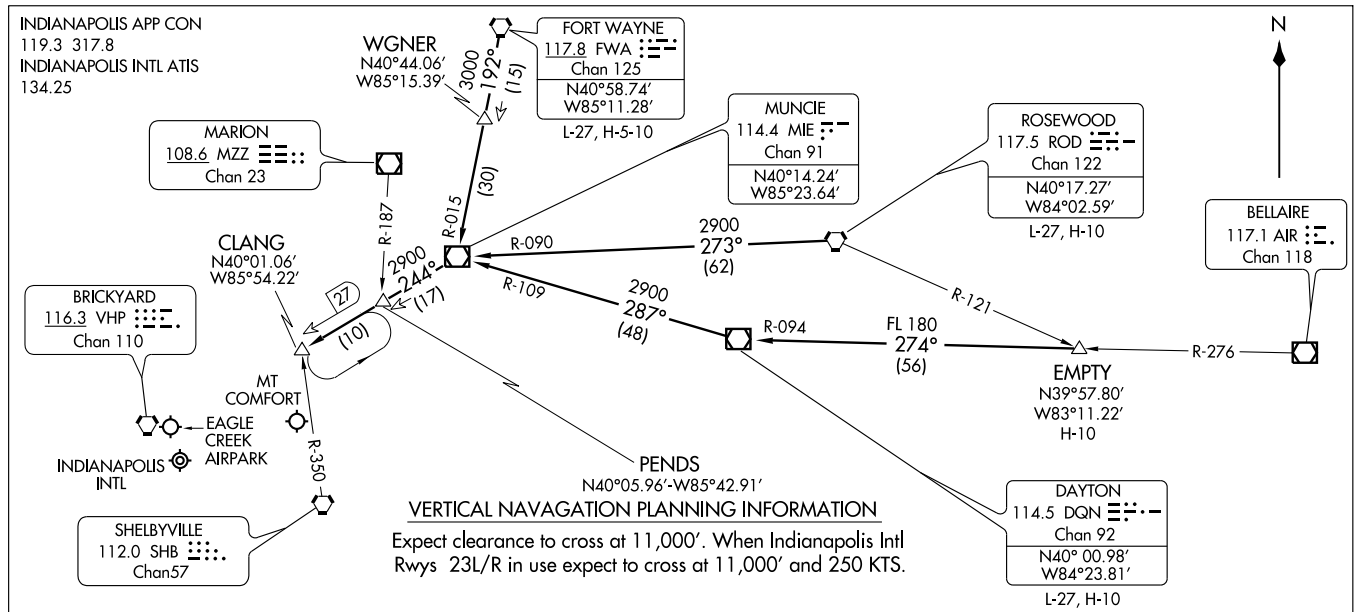
TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY4.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.

ST. LOUIS TRANSITION (ROCKY4.STL): From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 03 JUN 2010 to 01 JUL 2010



DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

LOC I-MQJ	APP CRS	Rwy Idg	5500
108.7	252°	TDZE	861
		Apt Elev	862

ILS or LOC RWY 25

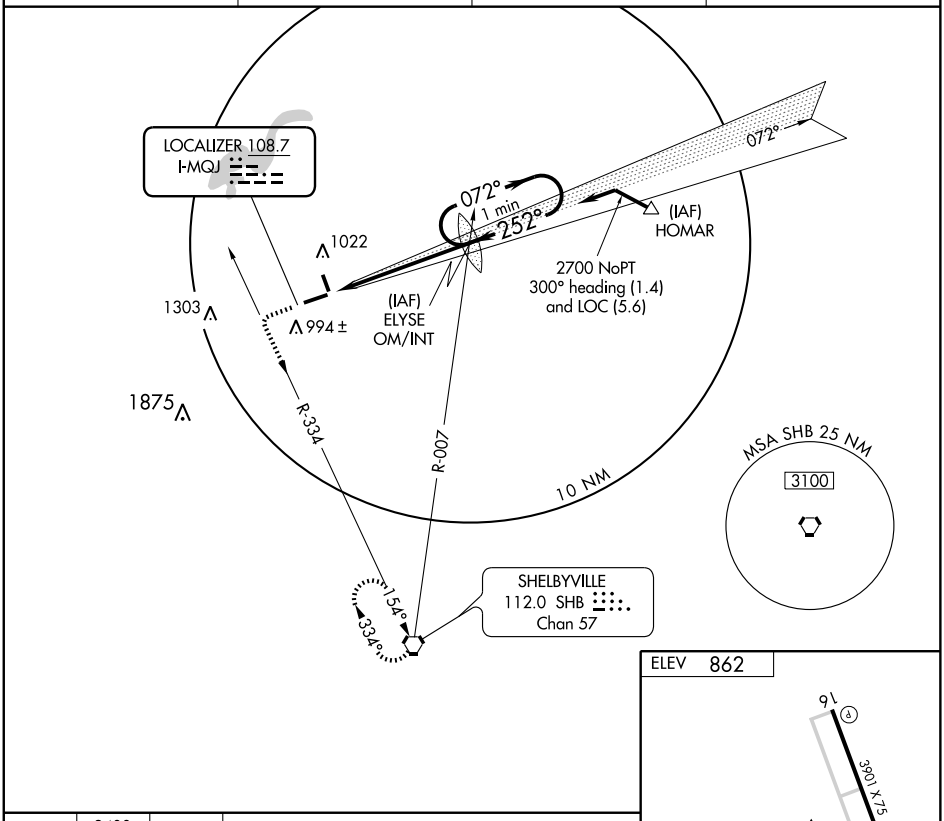
INDIANAPOLIS/MOUNT COMFORT (MQJ)

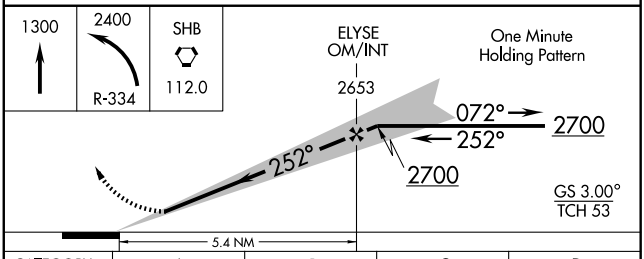
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

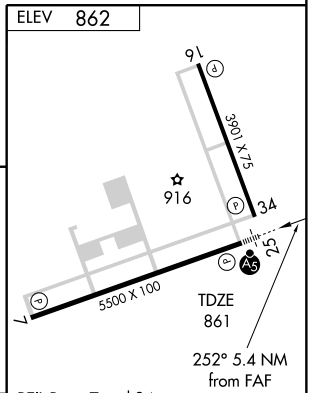
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½ 419 (500-½)		1280-¾ 419 (500-¾)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3901
162°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 16

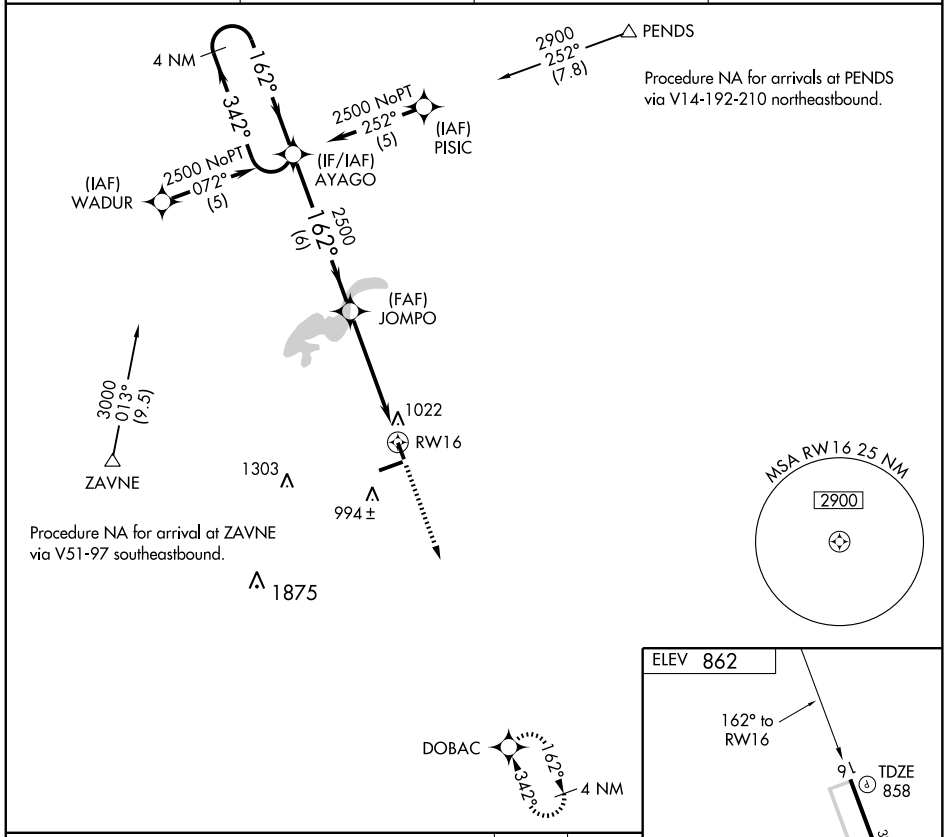
INDIANAPOLIS/MOUNT COMFORT (MQJ)

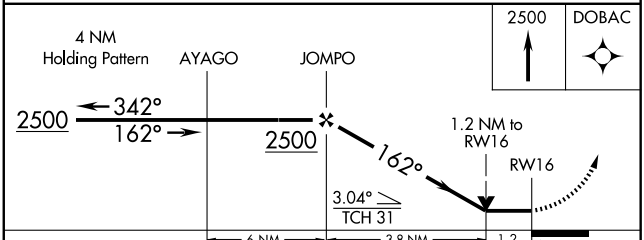
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

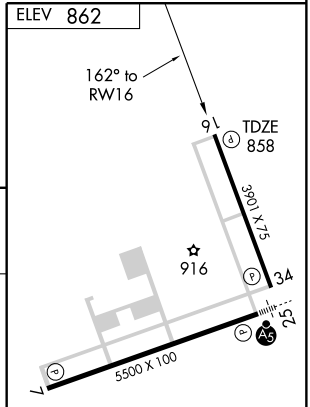
NA

MISSED APPROACH: Climb to 2500 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1	422 (500-1)	1280-1¼	422 (500-1¼)
CIRCLING	1340-1	478 (500-1)	1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

WAAS	APP CRS	Rwy Idg	5500
CH 56310	252°	TDZE	861
W25A		Apt Elev	862

RNAV (GPS) RWY 25

INDIANAPOLIS/MOUNT COMFORT (MQJ)

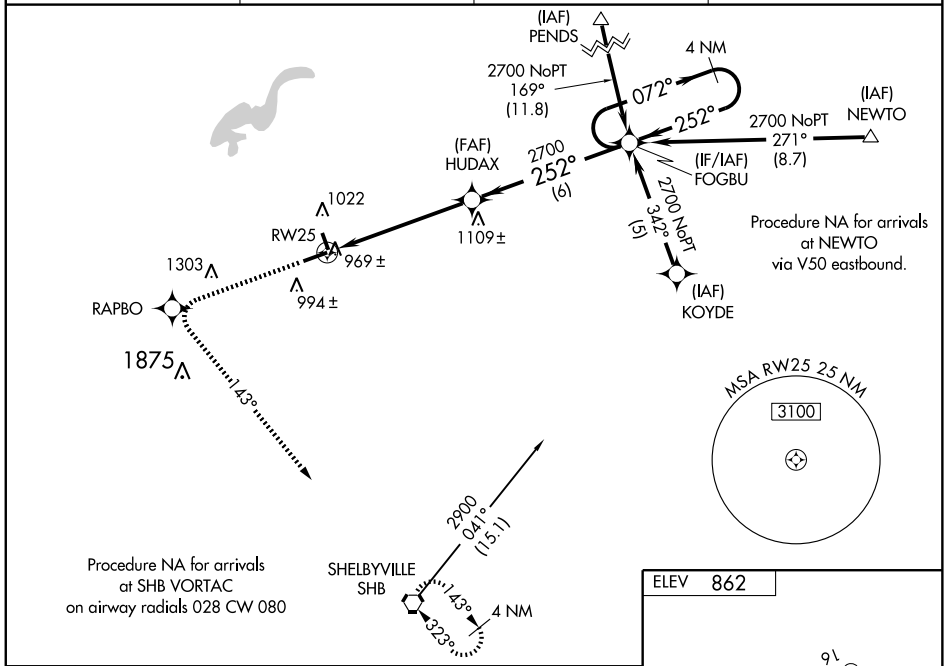
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

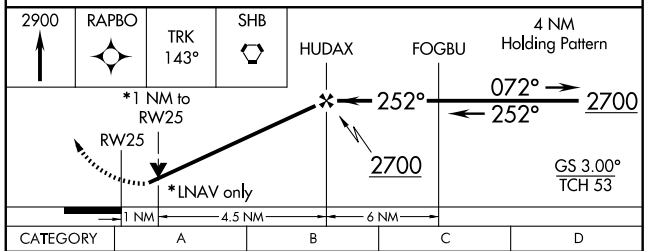
NA

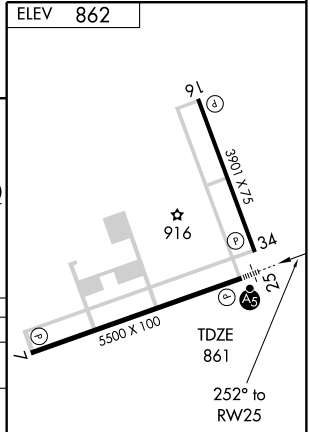
MALSR

MISSED APPROACH: Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-¾ 300 (300-¾)			
LNAV/VNAV DA	1260-1 399 (400-1)			
LNAV MDA	1220-¾ 359 (400-¾)			1220-1 359 (400-1)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3901
342°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 34

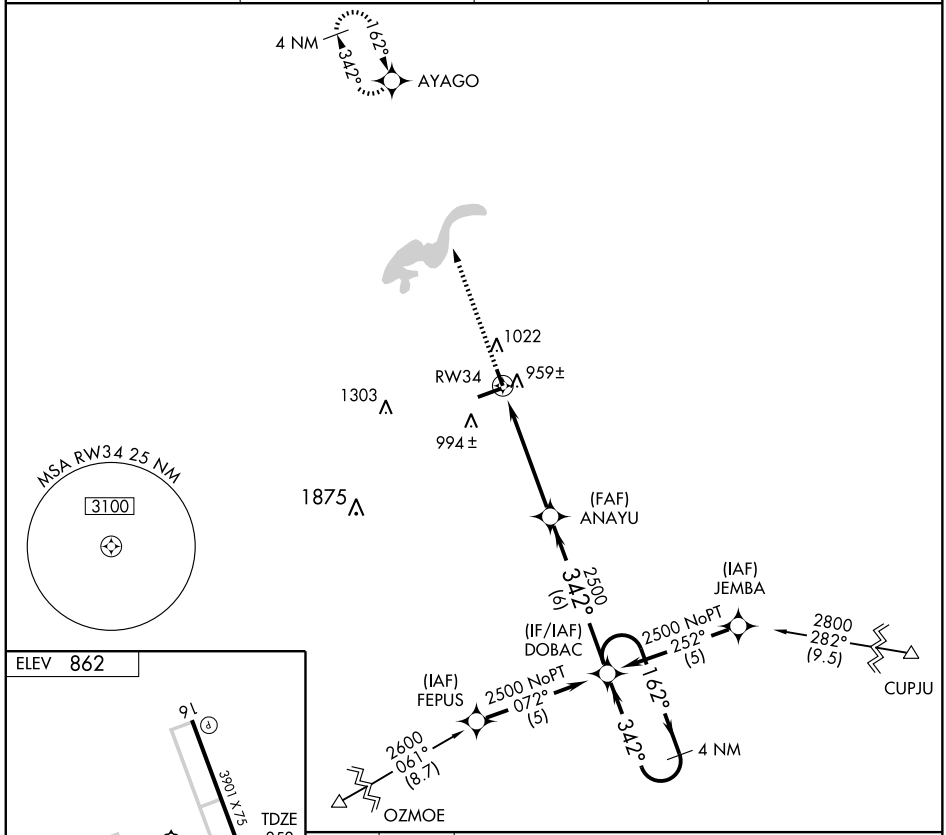
INDIANAPOLIS/MOUNT COMFORT (MQJ)

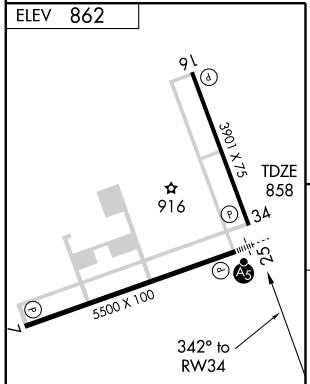
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

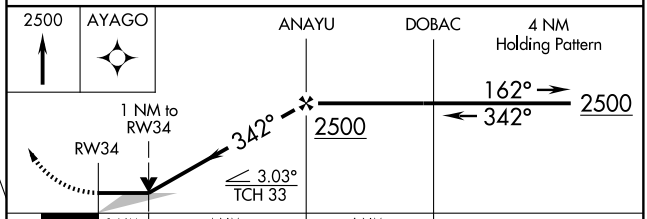
NA

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC SHB	APP CRS	Rwy Idg	3901
112.0	346°	TDZE	858
Chan 57		Apt Elev	862

VOR RWY 34

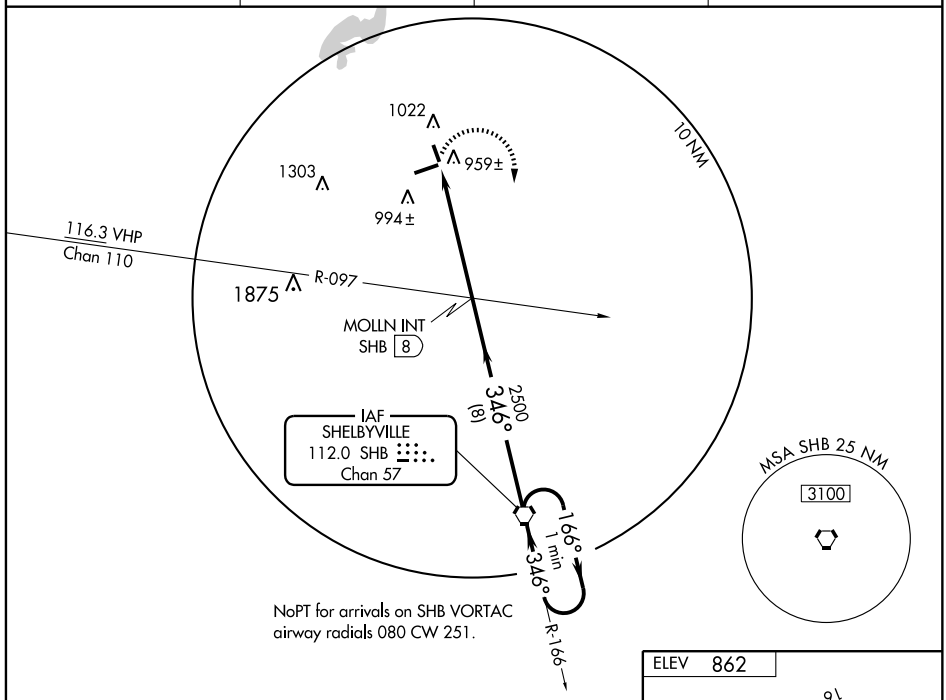
INDIANAPOLIS/MOUNT COMFORT (MQJ)

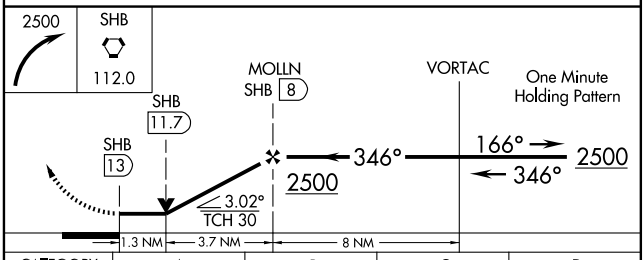
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

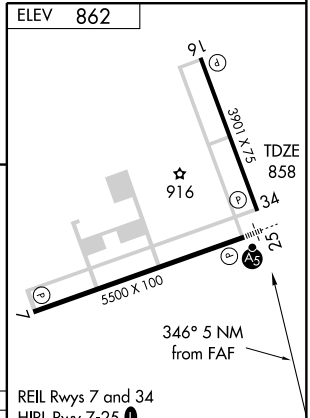
NA

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-TYQ	APP CRS	Rwy Idg	5500
111.3	002°	TDZE	922
		Apt Elev	922

ILS or LOC RWY 36

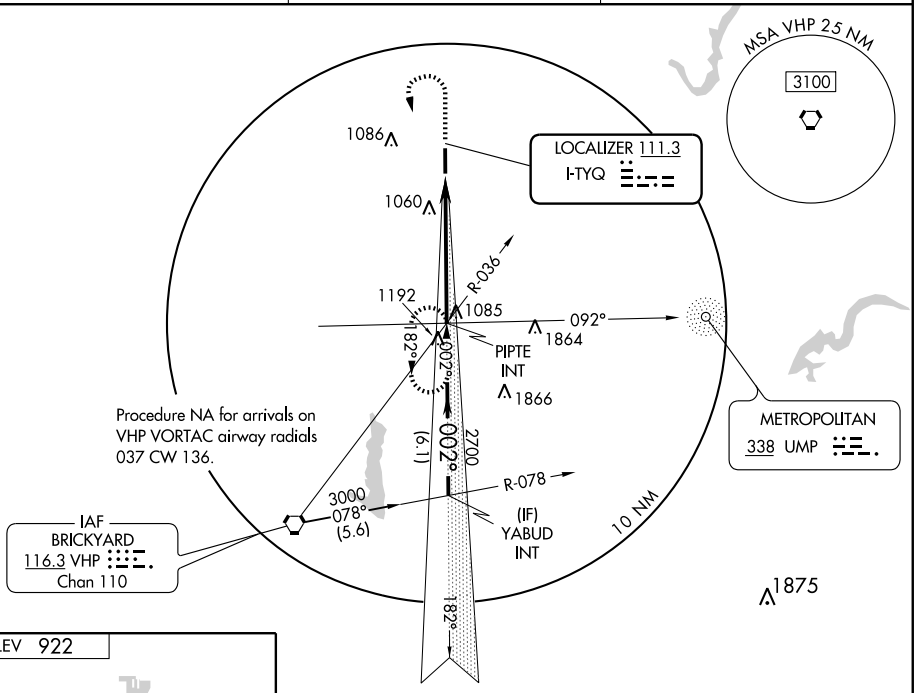
INDIANAPOLIS EXECUTIVE (TYQ)

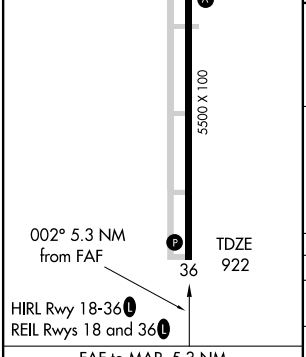
T
A NA

ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

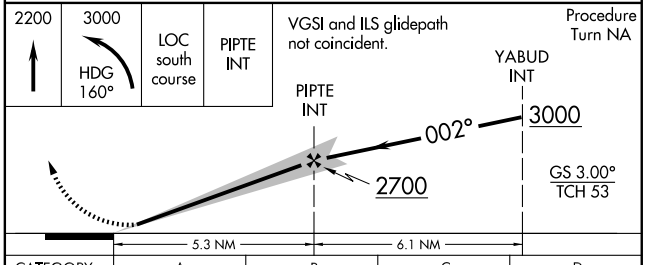
MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 36	1122-¾ 200 (200-¾)			
S-LOC 36	1340-1 418 (500-1)		1340-1¼ 418 (400-1¼)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

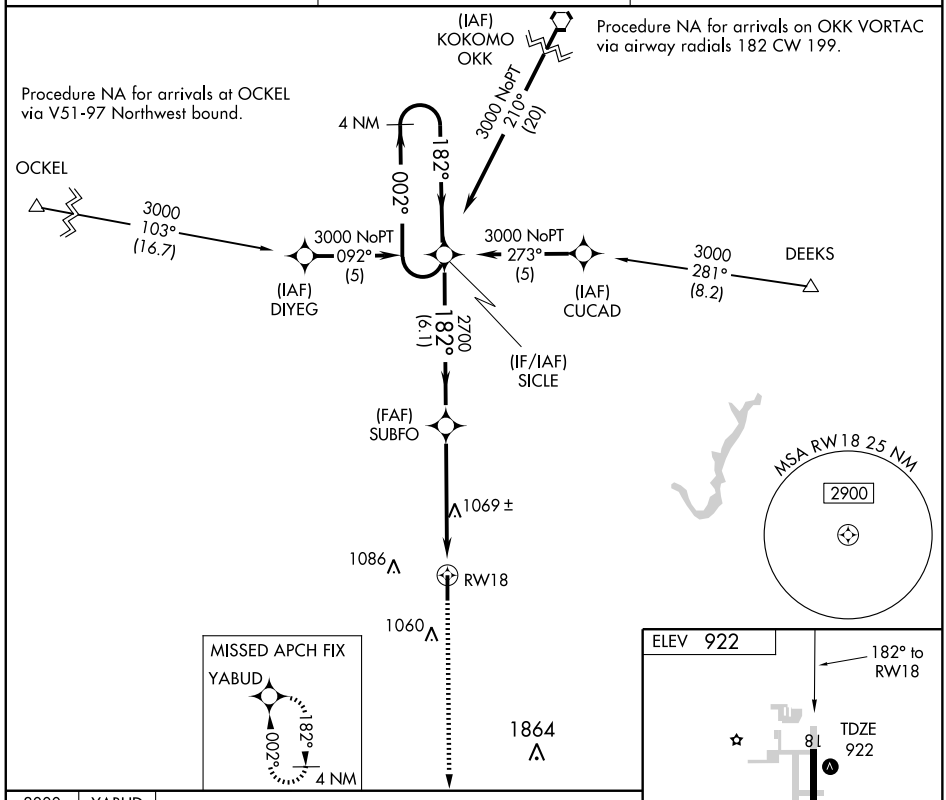
APP CRS	Rwy Idg	5500
182°	TDZE	922
	Apt Elev	922

RNAV (GPS) RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53599	002°	TDZE	922
W36A		Apt Elev	922

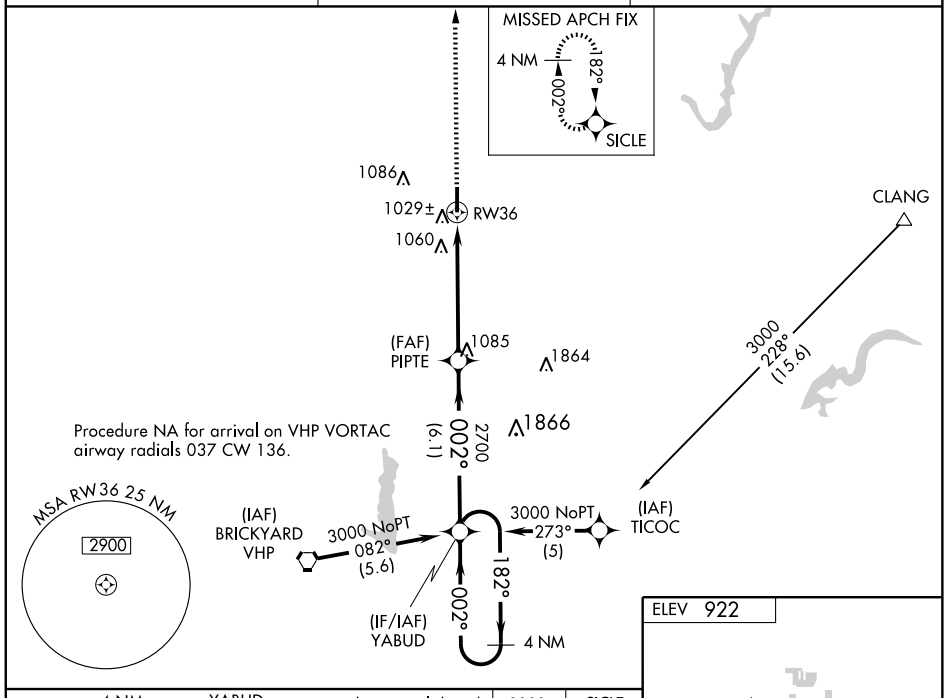
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

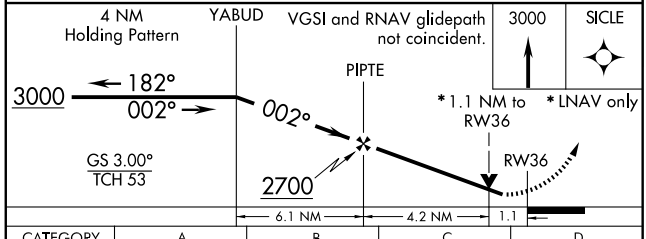
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

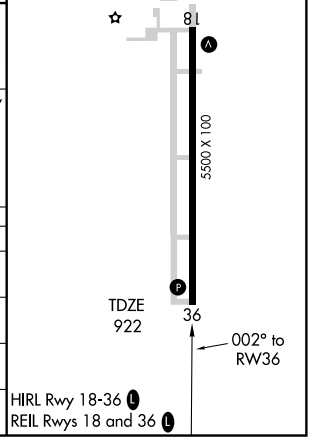
▼ NA

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1209-1 287 (300-1)			
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)			
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	201°	TDZE	922
Chan 110		Apt Elev	922

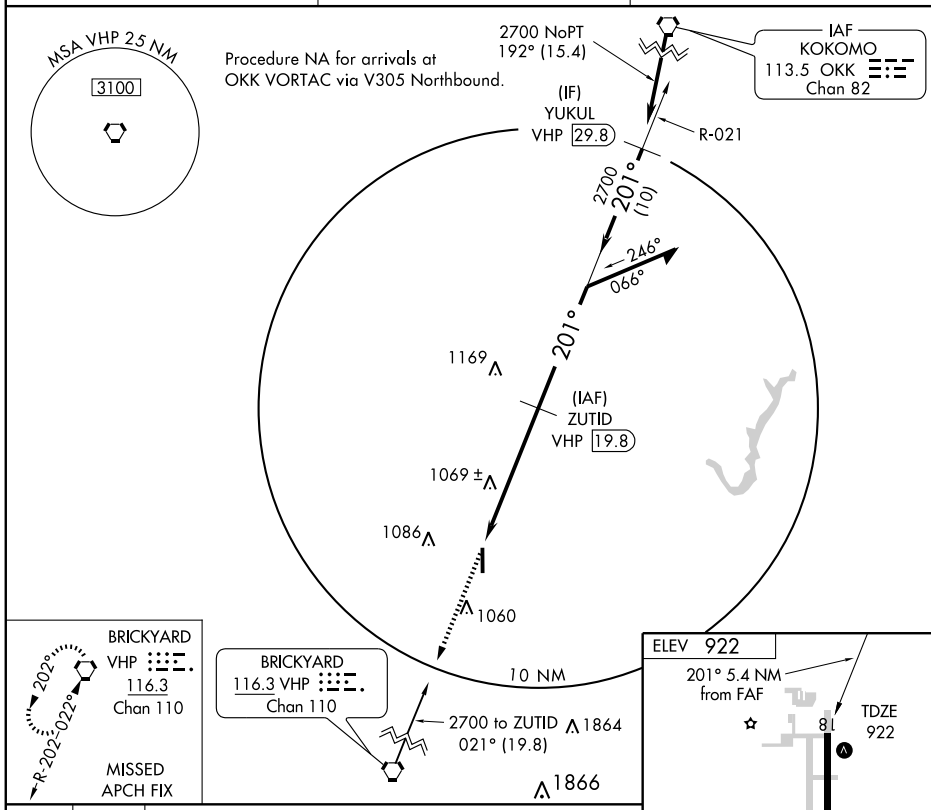
VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

NA Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

VOR RWY 36

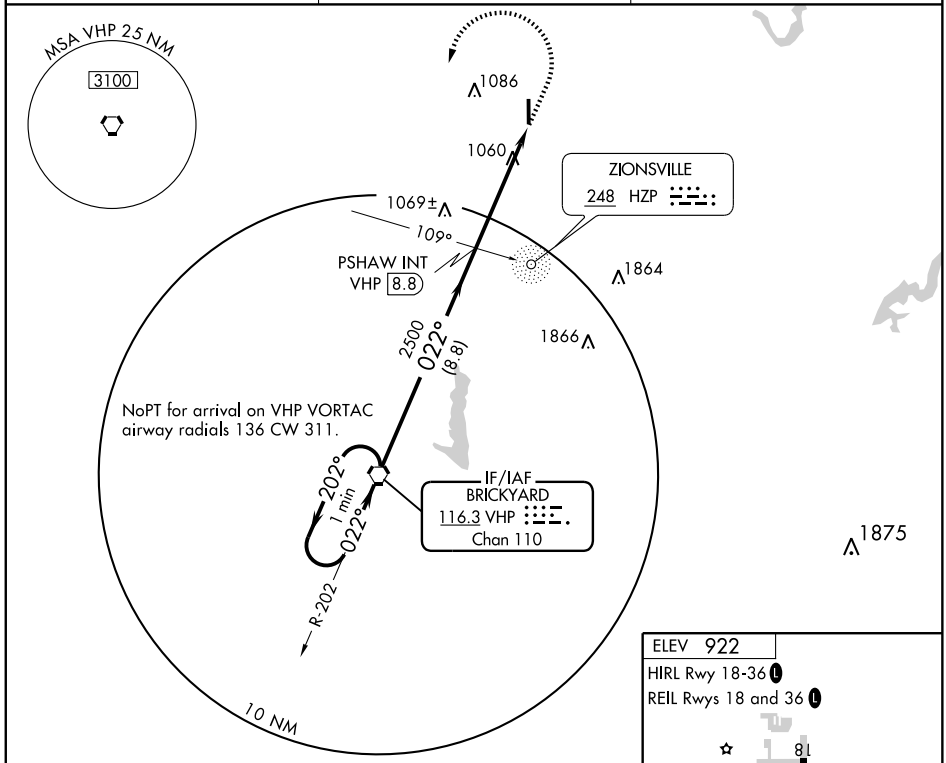
INDIANAPOLIS EXECUTIVE (TYQ)

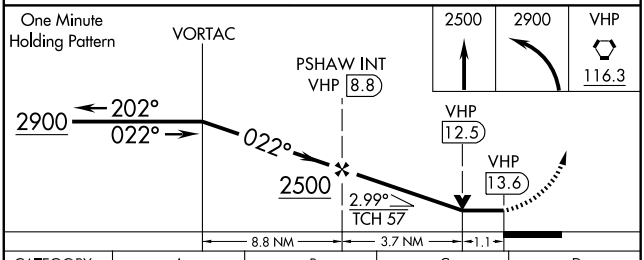
Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

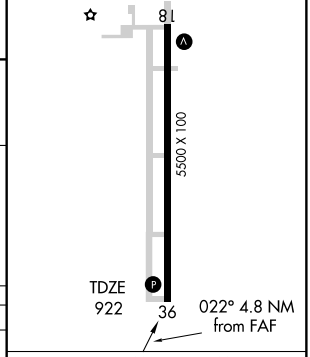
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB UMP	APP CRS	Rwy Idg	3850
338	161°	TDZE	805
		Apt Elev	811

NDB RWY 15

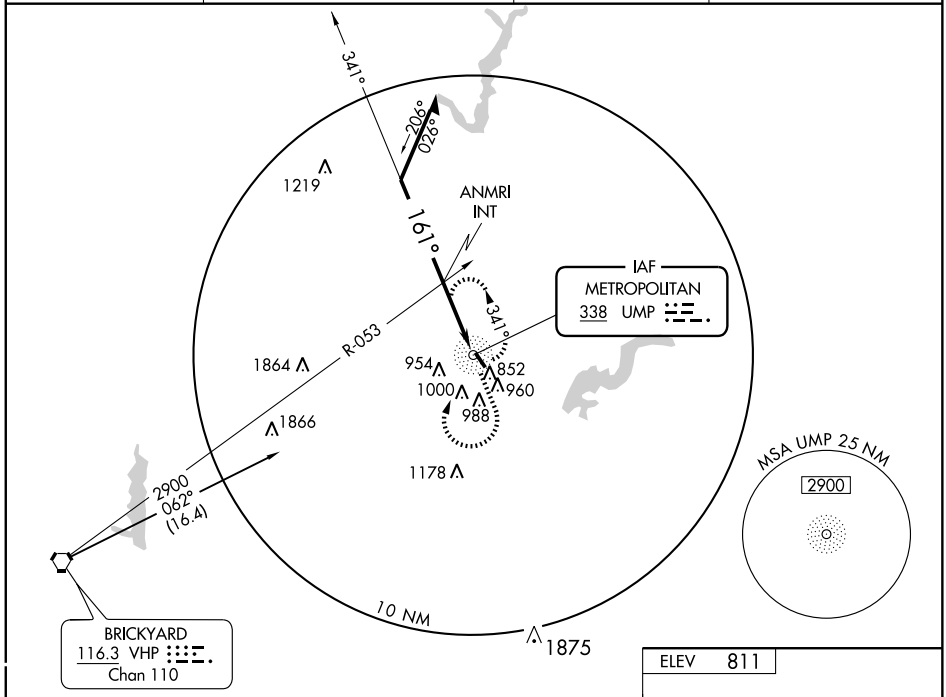
INDIANAPOLIS METROPOLITAN (UMP)

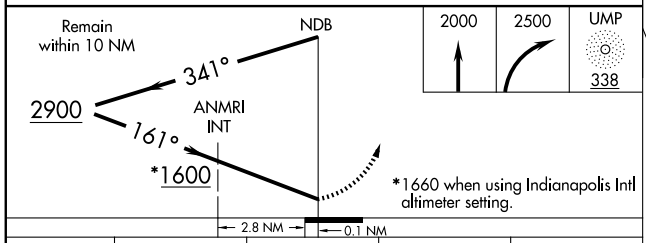
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-15 and Circling Cat C visibility ¼ mile.

NA

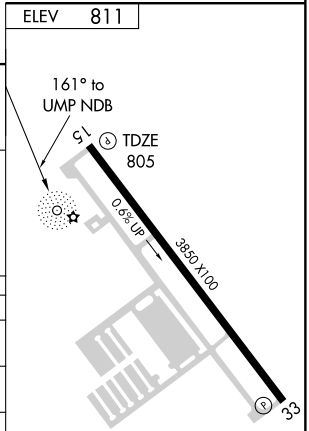
MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





CATEGORY	A	B	C	D
S-15	1600-1 795 (800-1)	1600-1¼ 795 (800-1¼)	1600-2¼ 795 (800-2¼)	NA
CIRCLING	1600-1 789 (800-1)	1600-1¼ 789 (800-1¼)	1600-2¼ 789 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA



MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 15

INDIANAPOLIS METROPOLITAN (UMP)

APP CRS	Rwy Idg	3850
149°	TDZE	805
	Apt Elev	811

NA — DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct INOYO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)

Procedure NA for arrivals at ZIPPY via V96-285 southbound.

Procedure NA for arrivals at DEEKS via V11 northeast bound.

DEEKS

2900 236° (7.3)

(IAF) HUBLI

4 NM 148° 328°

2500 NoPT 239° (5)

(IF/IAF) AYUDA

2500 NoPT 058° (5)

(IAF) CRILO

2400 148° (6.1)

(FAF) PORCO

FOLIV 3.5 NM to RW15

2500 019° (4.4)

ZIPPY

149° 934± 919±

RW15

1864 945 852 960 1000 988 1866 1178

MSA RW15 25 NM 2900

INOYO 149° 329° 4 NM

1875

ELEV 811

149° to RW15

15 TDZE 805

0.6% UP

3850 X100

33

4 NM Holding Pattern

AYUDA

PORCO

FOLIV 3.5 NM to RW15

1.1 NM to RW15

2900

INOYO

2500 328° 148° 148° 2400 149°

3.04° TCH 43 1960

RW15

6.1 NM 1.4 NM 2.4 NM 1.1

CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3850
329°	TDZE	811
	Apt Elev	811

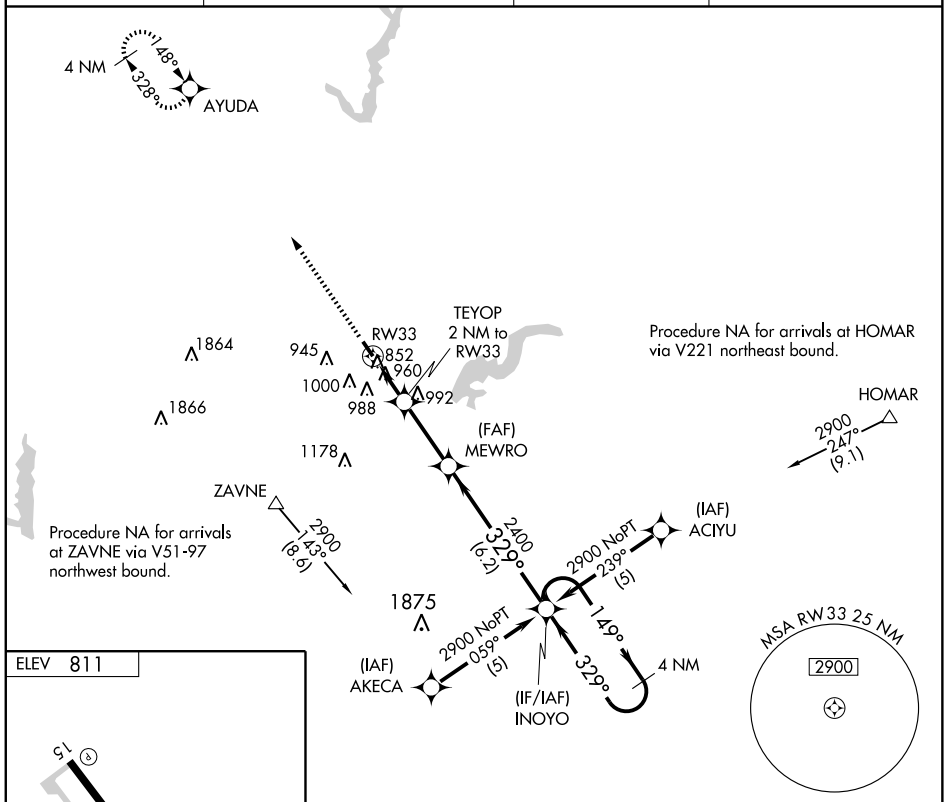
RNAV (GPS) RWY 33

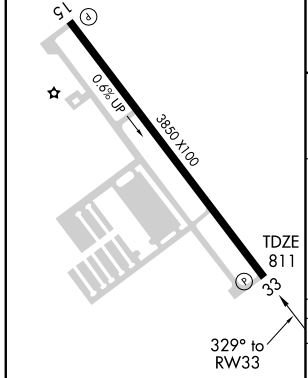
INDIANAPOLIS METROPOLITAN (UMP)

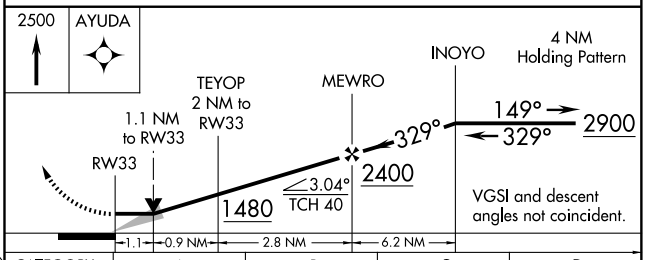
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1260-1 449 (500-1)		1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC SHB	APP CRS	Rwy Idg	3850
112.0	330°	TDZE	811
Chan 57		Apt Elev	811

VOR RWY 33

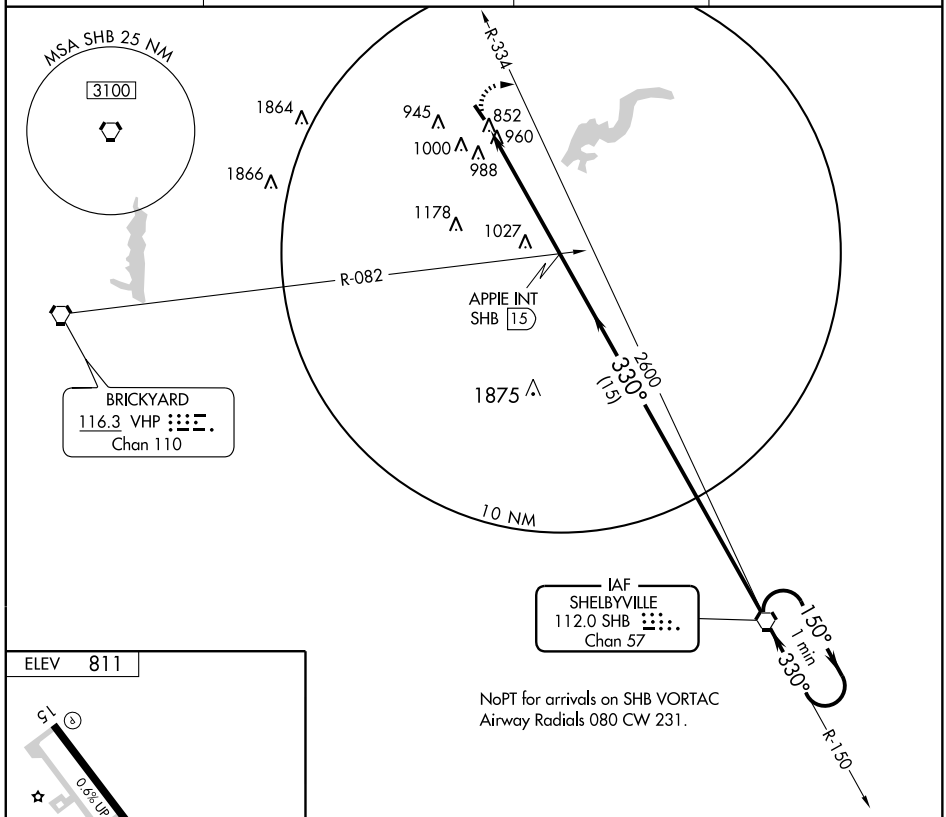
INDIANAPOLIS METROPOLITAN (UMP)

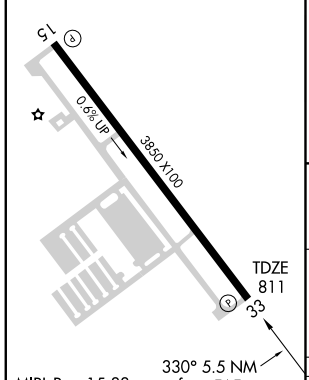
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 2900 via SHB R-334 to SHB VORTAC and hold.

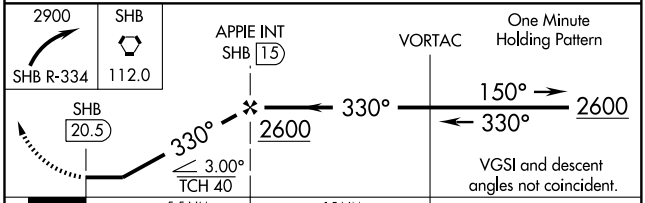
AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





MIRL Rwy 15-33
REIL Rwys 15 and 33

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

BIBLE GROVE
109.0 BIB
Chan 27

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′ - W87°14.94′
L-27, H-5

R-155

11000
159°
(78)

CHERI
N38°13.81′ - W86°30.89′

VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 11000 feet.

NON-TURBOJETS: Expect clearance to cross at 7000 feet.

BOWMAN
112.2 BQM
Chan 59

13000
089°
(45)

ZARDA
N38°22.63′
W88°12.39′

(43)

PENTO
N38°19.72′
W87°17.28′

88

11000
099°
(27)

CLARK RGNL

LOUISVILLE INTL-STANDIFORD FIELD

BOWMAN FIELD

11000
099°
(10)

55

099°
(45)

R-279

CENTRALIA
115.0 ENL
Chan 97
N38°25.20′ - W89°09.54′
L-27, H-5

11000
065°
(53)

SACKO
N38°15.45′
W86°43.53′

R-033

R-329

GODMAN AAF

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′ - W87°45.74′
L-16, H-5

OWENSBORO
108.6 OWB
Chan 23

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′
W85°34.65′

MYSTIC
108.2 MYS

N

CENTRALIA TRANSITION (ENL.CHERI2): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence. . . .

POCKET CITY TRANSITION (PXV.CHERI2): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence. . . .

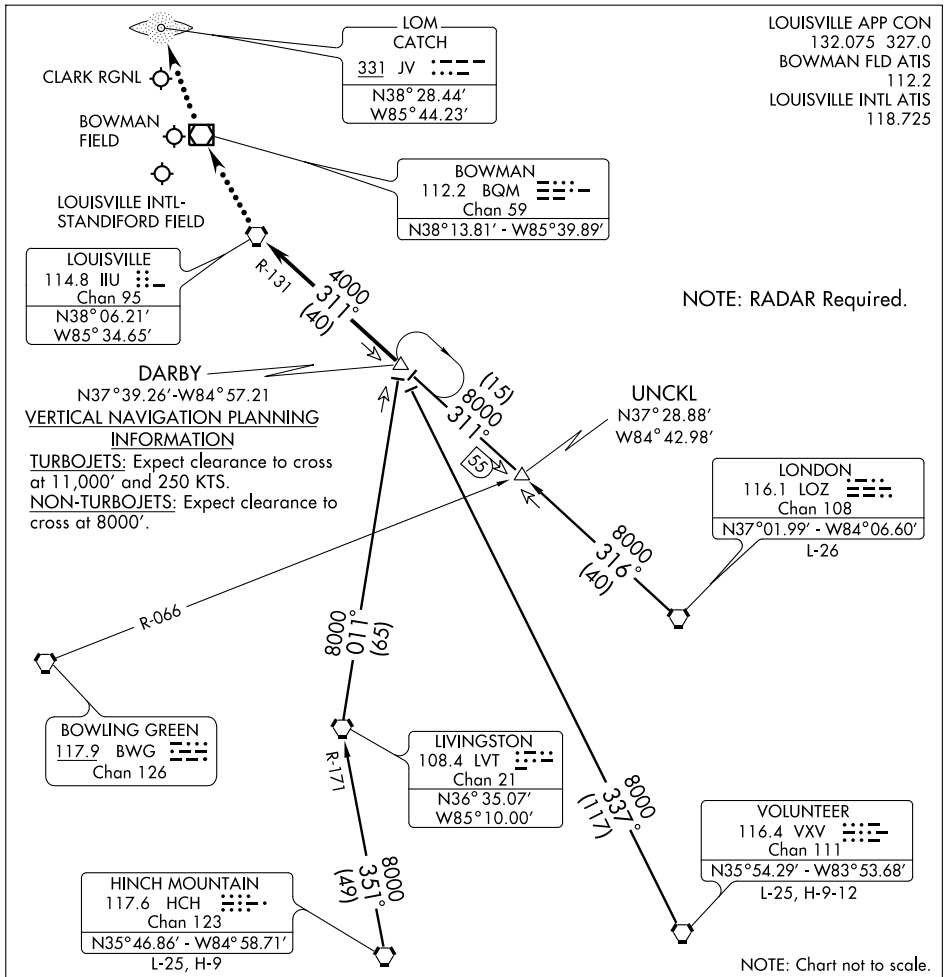
TERRE HAUTE TRANSITION (TTH.CHERI2): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence. . . .

. . . . From over CHERI INT via IIU R-279 to IIU VORTAC. Expect radar vectors to final approach course after CHERI INT.

NOTE: Chart not to scale.

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

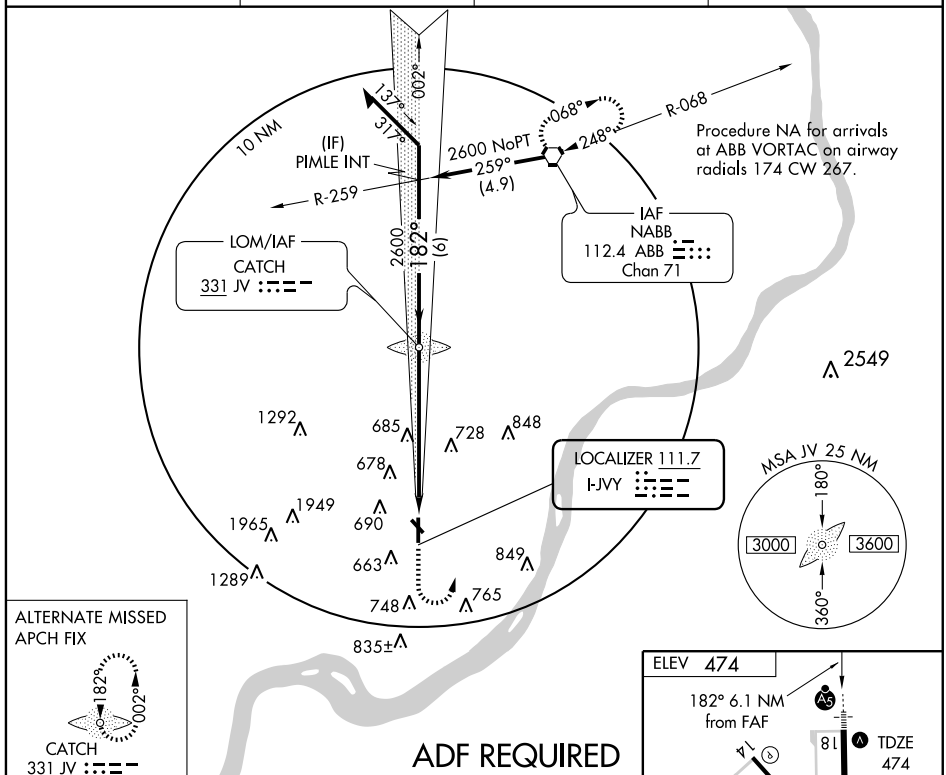
JEFFERSONVILLE / CLARK RGNL (JVY)

NA — Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

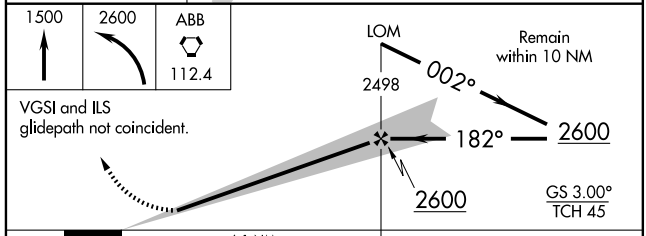
AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

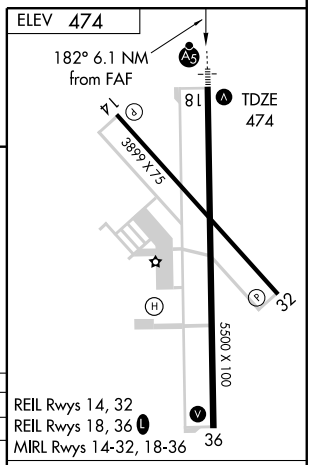


ALTERNATE MISSED APCH FIX

ADF REQUIRED

1500	2600	ABB
		112.4





CATEGORY	A	B	C	D
S-ILS 18	674-½ 200 (200-½)			
S-LOC 18	1020-½ 546 (600-½)		1020-1 546 (600-1)	1020-1¼ 546 (600-1¼)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2. 03 JUN 2010 to 01 JUL 2010

LOM JV	APP CRS	Rwy Idg	5500
331	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

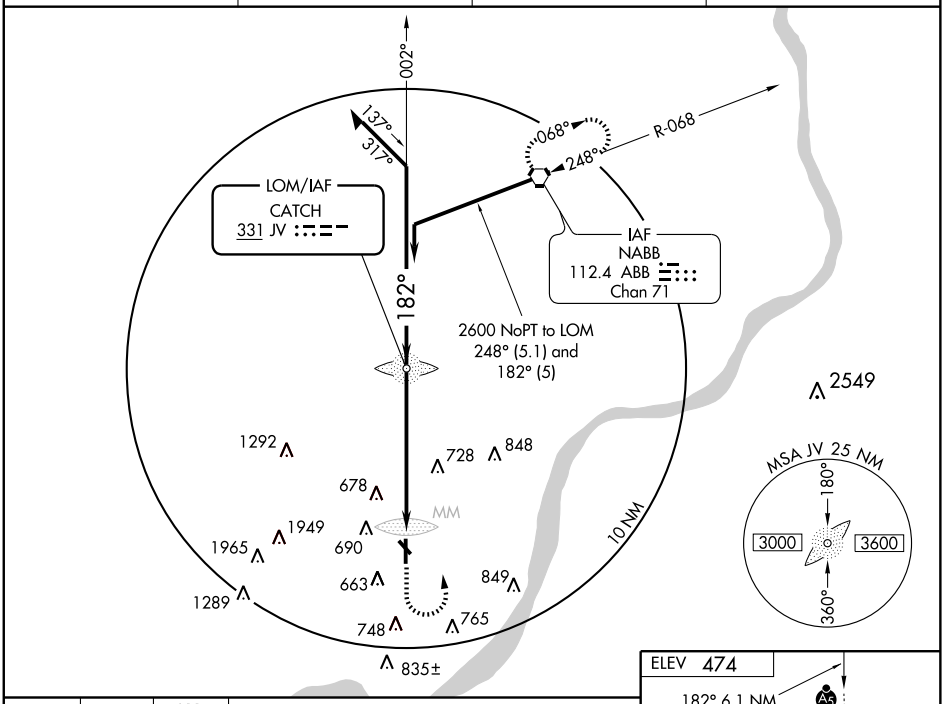
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting.

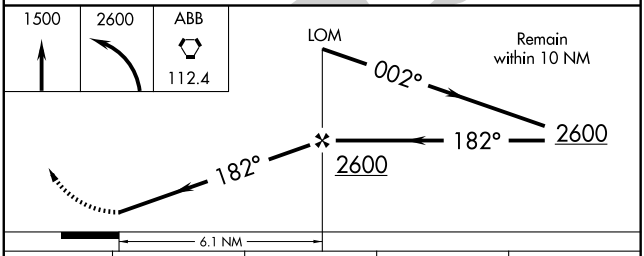
NA

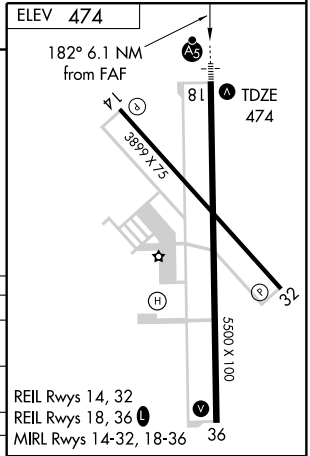
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1080-¾ 606 (700-¾)		1080-1¼ 606 (700-1¼)	1080-1¾ 606 (700-1¾)
CIRCLING	1080-1 606 (700-1)		1080-1¾ 606 (700-1¾)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-¾ 626 (700-¾)		1100-1¼ 626 (700-1¼)	1100-1¾ 626 (700-1¾)
CIRCLING	1100-1 626 (700-1)		1100-1¾ 626 (700-1¾)	1140-2 666 (700-2)

FAF to MAP 6.1 NM

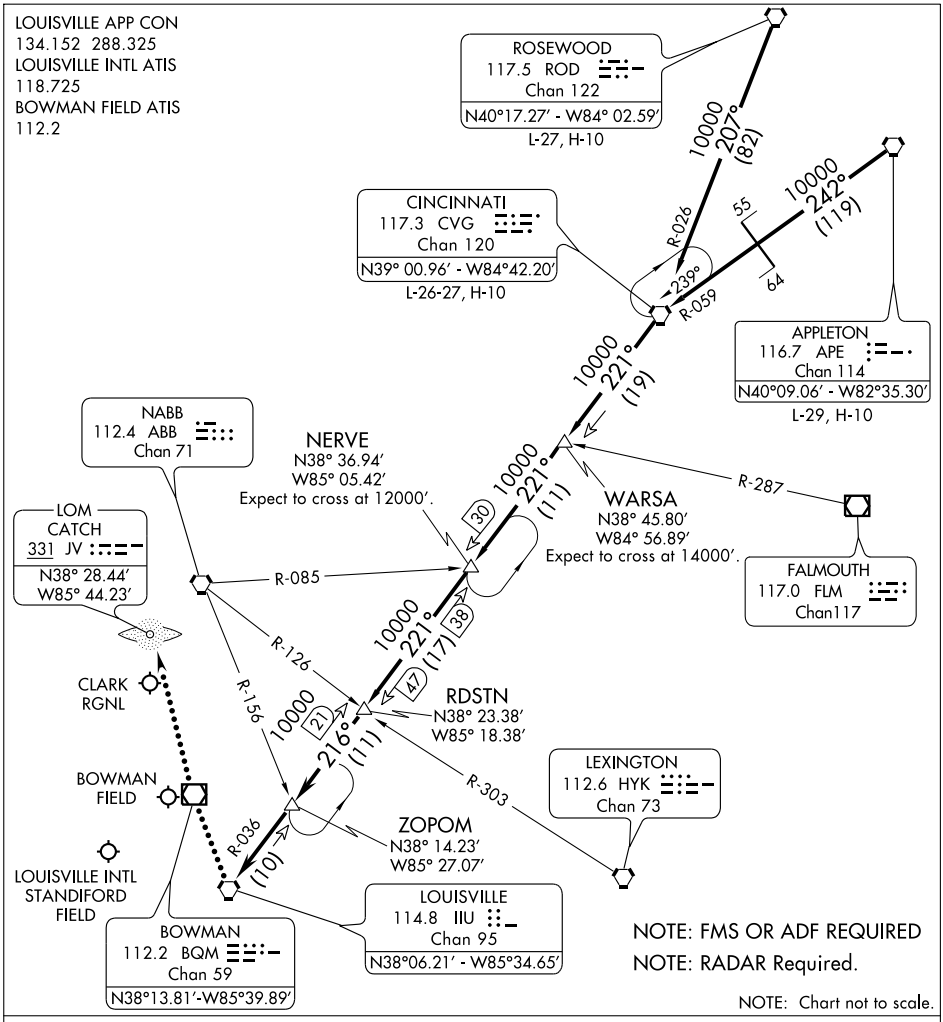
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2. 03 JUN 2010 to 01 JUL 2010

(RDSTN.RDSTN2) 10154 ST-239 (FAA)

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

SE-1, 03 JUN 2010 to 01 JUL 2010

VORTAC ABB	APP CRS	Rwy Idg	5500
112.4	199°	TDZE	474
Chan 71		Apt Elev	474

VOR or GPS RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

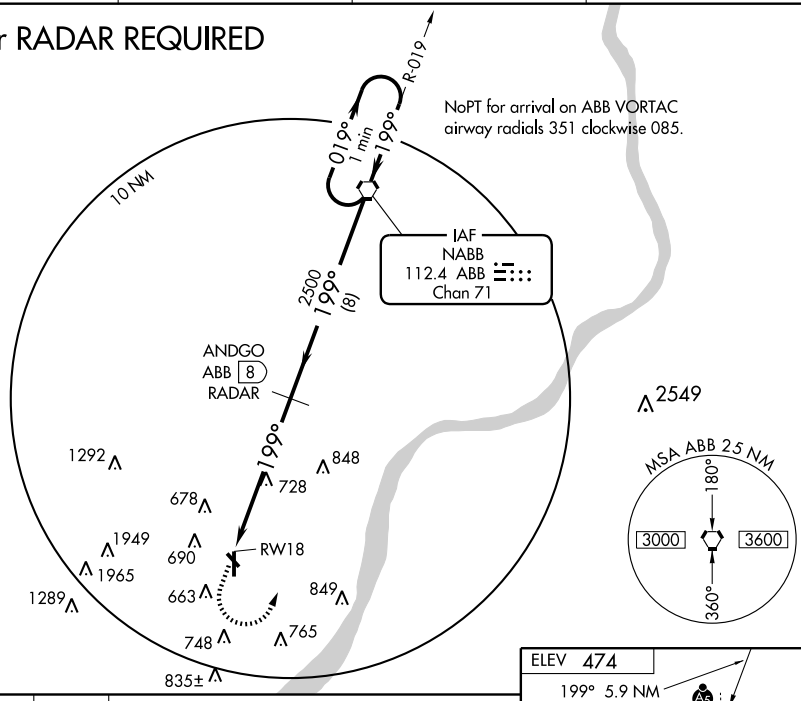
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. Inoperative table does not apply.

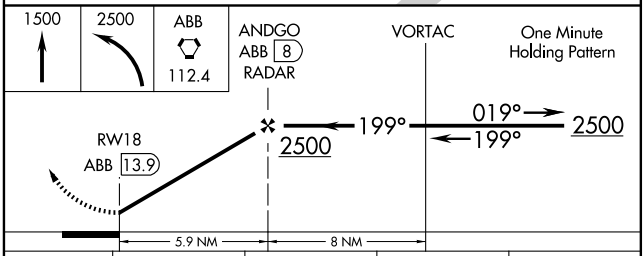
MALSR

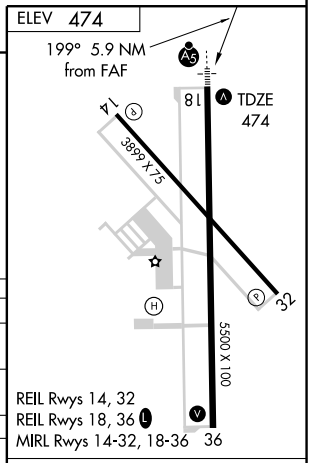
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-18	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1	546 (600-1)	1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1	586 (600-1)	1060-1½ 586 (600-1½)	1140-2 666 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 28

KENDALLVILLE MUNI (C62)

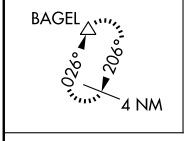
APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet.

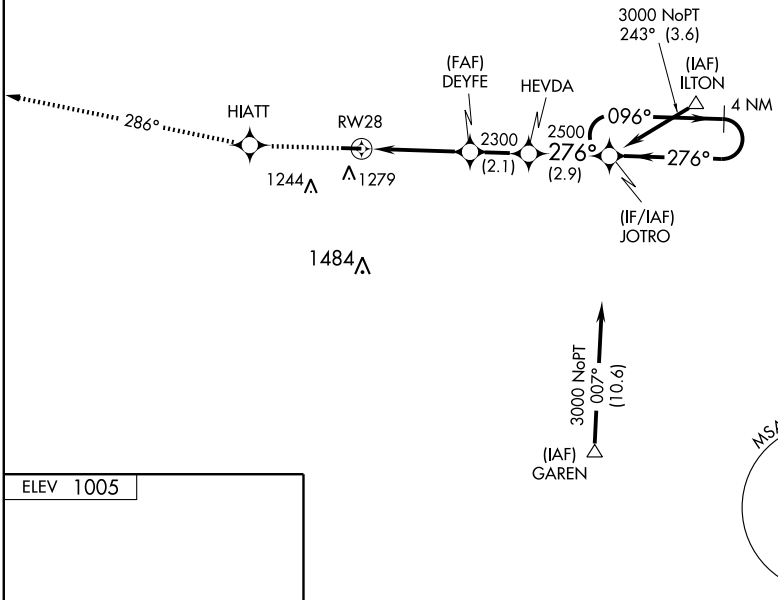
MISSED APPROACH: Climb to 3000 direct HIATT and via track 286° to BAGEL and hold.

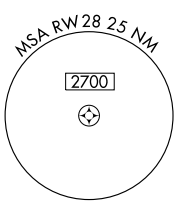
AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L

MISSED APCH FIX

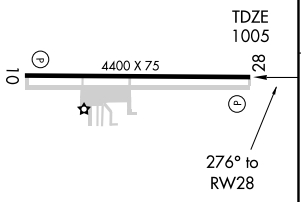


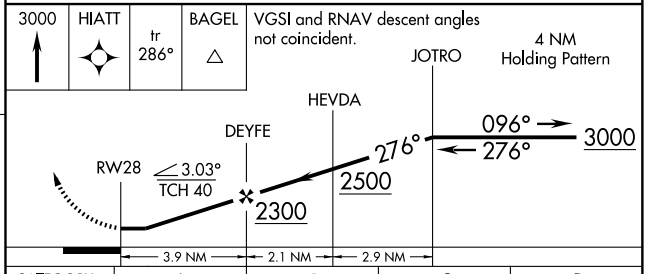
Procedure NA for arrival at ILTON on V92-126 eastbound.





ELEV 1005





CATEGORY	A	B	C	D
LNAV MDA	1520-1 515 (600-1)		NA	
CIRCLING	1580-1 575 (600-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC FWA	APP CRS	Rwy Idg	N/A
117.8	354°	TDZE	N/A
Chan 125		Apt Elev	1005

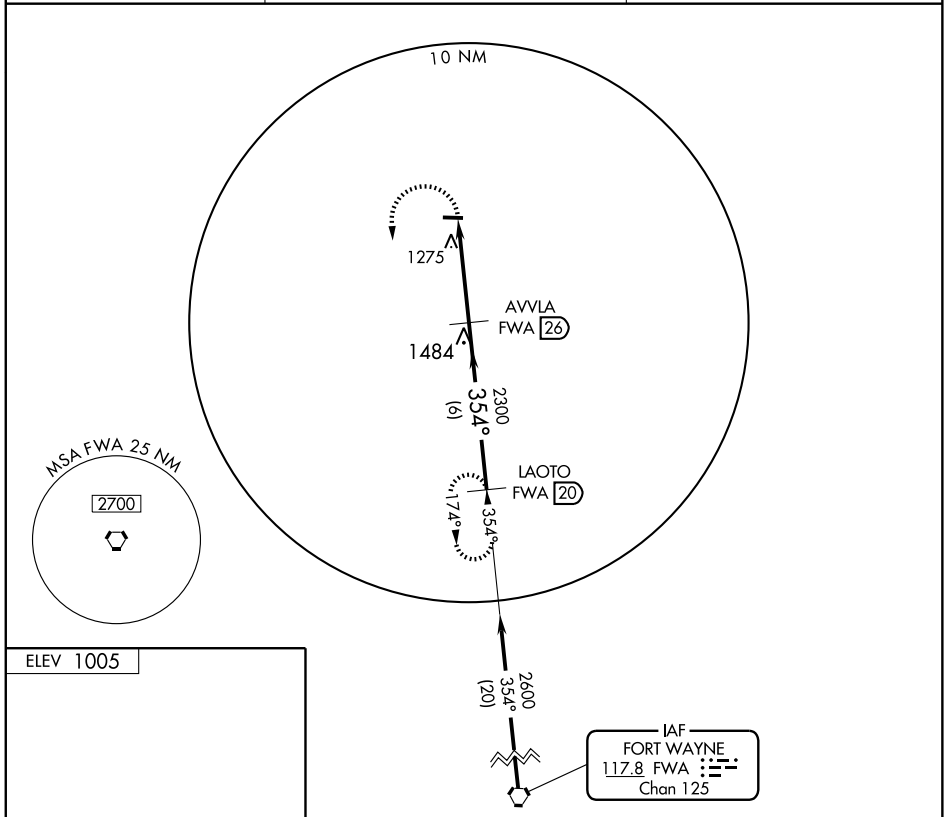
VOR/DME-A
KENDALLVILLE MUNI (C62)

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

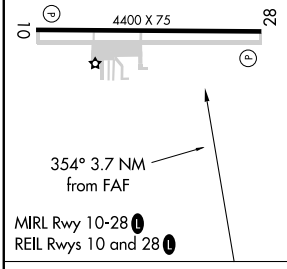
NA

MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

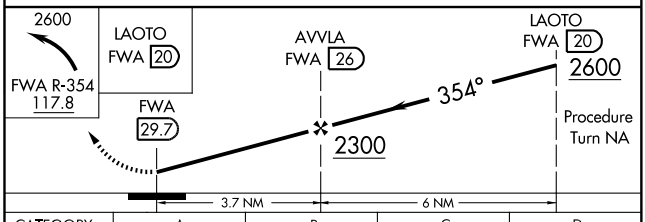
AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



ELEV 1005



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)	NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy Idg 3504
115.1	269°	TDZE 698
Chan 98		Apt Elev 698

VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (5ØI)

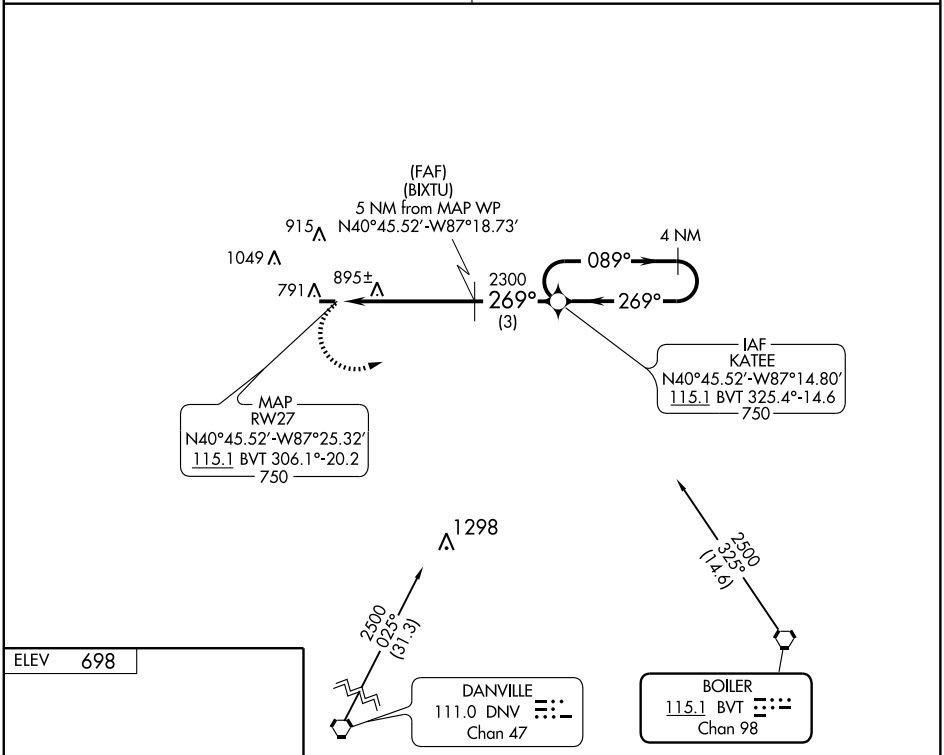
NA

Use Lafayette altimeter setting.
ACTIVATE MIRL Rwy 9-27-CTAF.

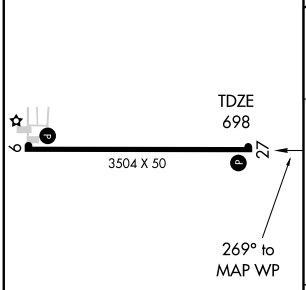
MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.

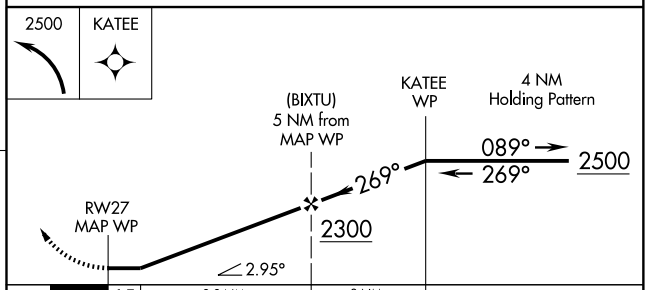
CHICAGO CENTER
132.5 258.1

UNICOM
122.8 (CTAF) L



ELEV 698





CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy Idg	N/A
115.1	306°	TDZE	N/A
Chan 98		Apt Elev	698

VOR or GPS-A

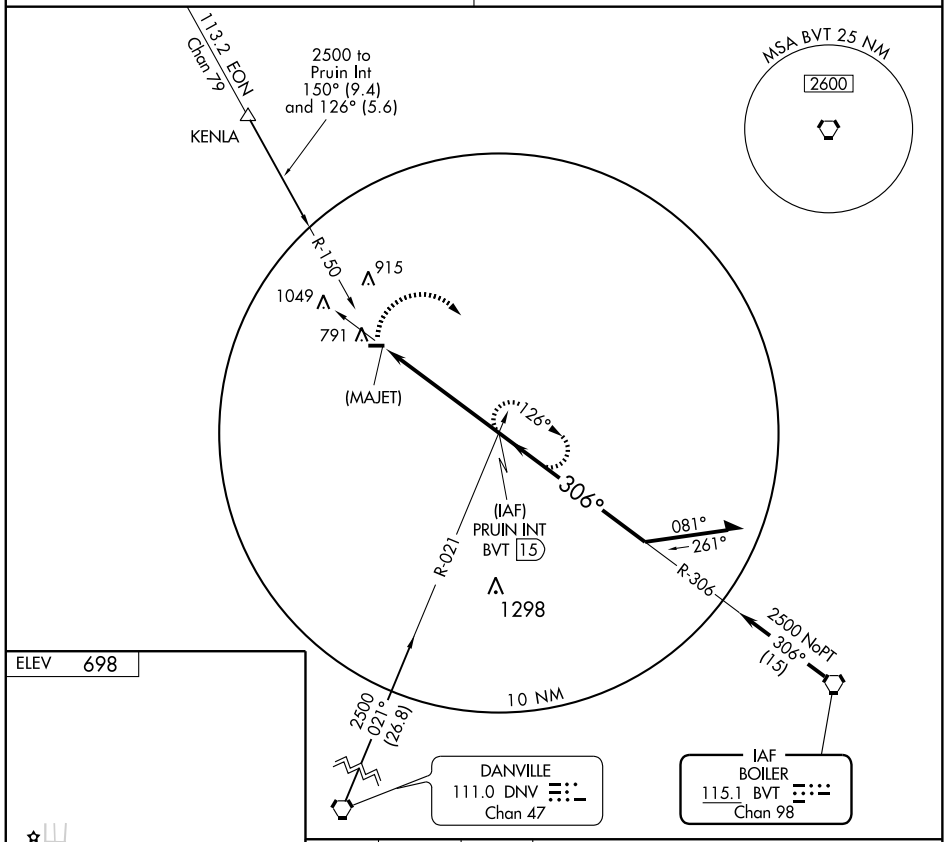
KENTLAND MUNI (5ØI)

Use Lafayette altimeter setting.
Activate MIRL Rwy 9-27 CTAF.

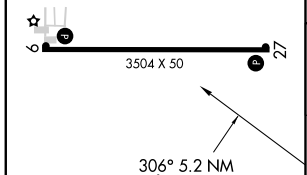
NA

MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

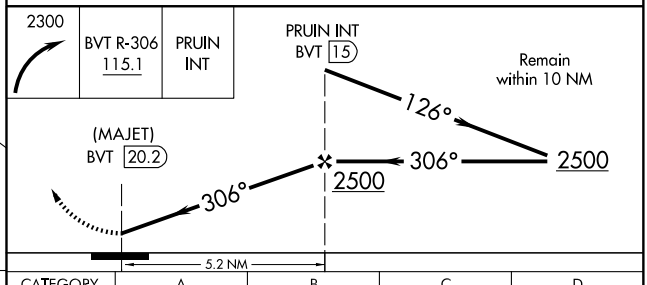
CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L



ELEV 698



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1300-1 602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **87108**	**181°**	Rwy Idg	**4401**
W18A		TDZE	**685**
		Apt Elev	**685**

RNAV (GPS) RWY 18

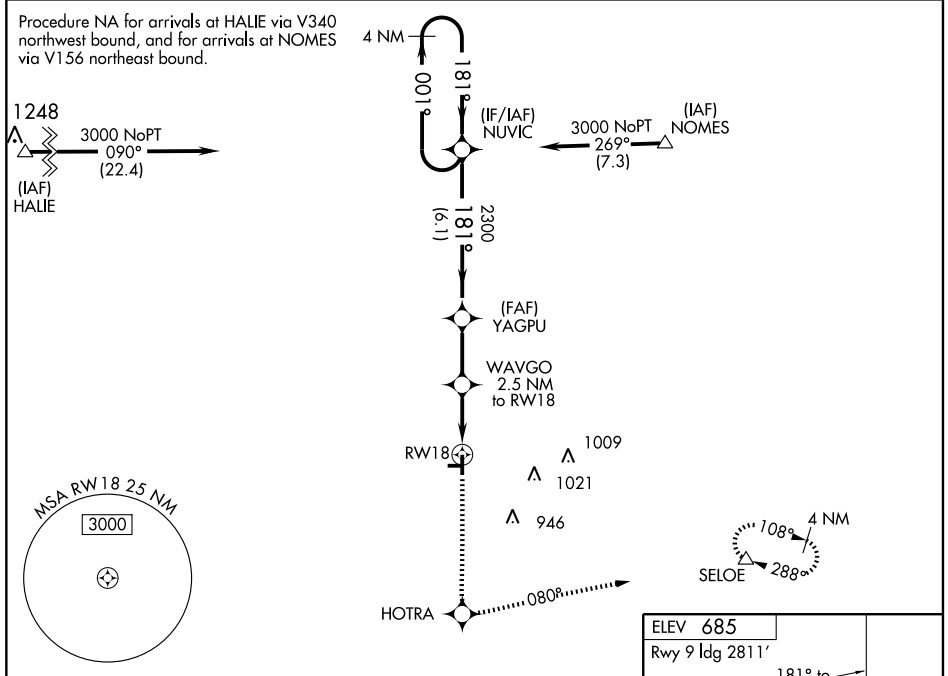
KNOX/ STARKE COUNTY (OXI)

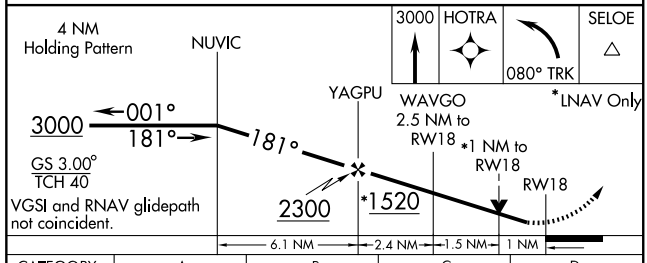
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

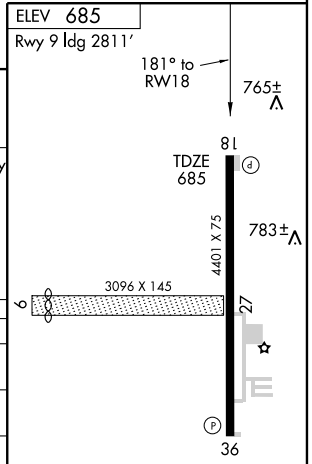
AWOS-3	SOUTH BEND APP CON*	UNICOM
135.775	**132.05 257.8**	**122.8** (CTAF)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.





CATEGORY	A	B	C	D
LPV DA	935-1 250 (300-1)			
LNAV/ VNAV DA	1035-1¼ 350 (400-1¼)			
LNAV MDA	1040-1 355 (400-1)			1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

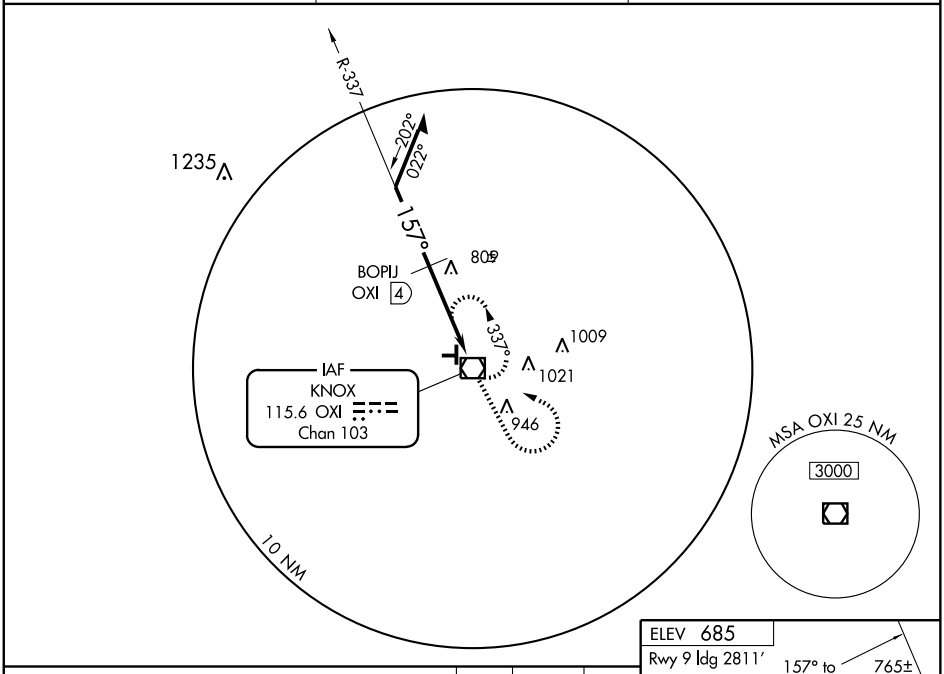
VOR RWY 18

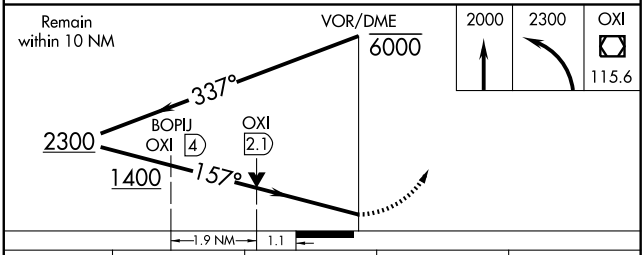
KNOX/STARKE COUNTY (OXI)

T A Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

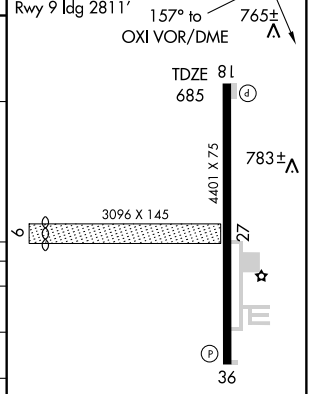
MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

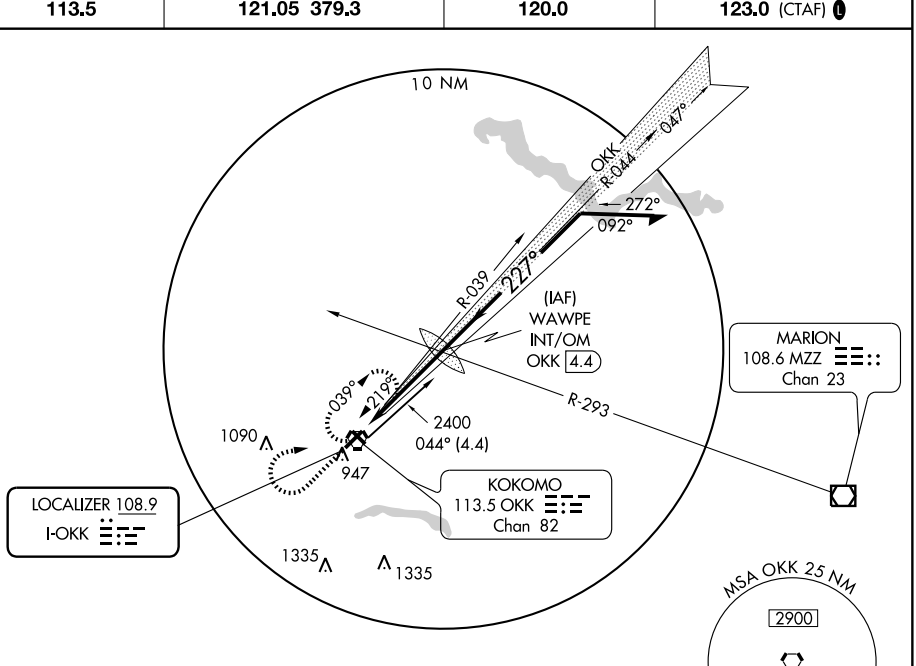
EC-2, 03 JUN 2010 to 01 JUL 2010

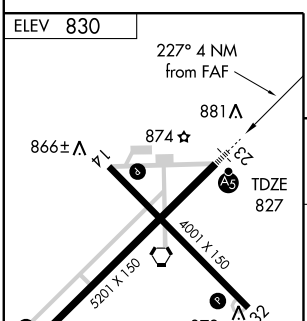
LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

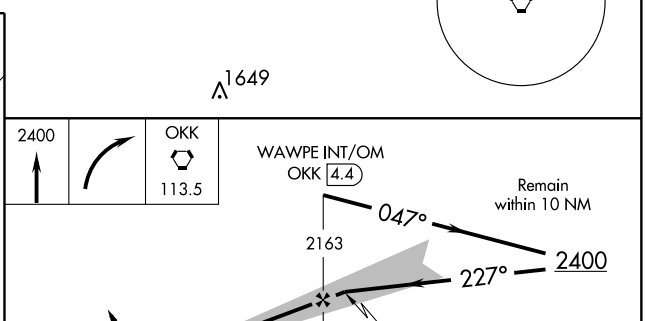
ILS RWY 23
KOKOMO MUNI (OKK)

NA	MALSR	MISSED APPROACH: Climb to 2400, then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1220-½ 393 (400-½)			1220-¾ 393 (400-¾)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

KOKOMO, INDIANA

AL-711 (FAA)

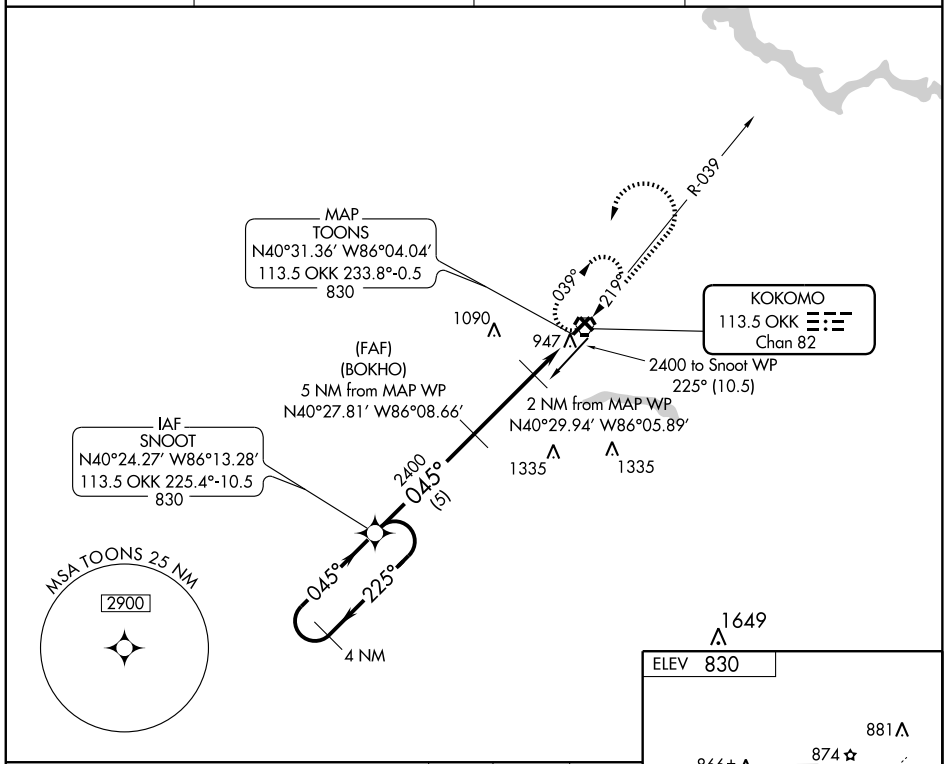
VORTAC OKK	APP CRS	Rwy Idg	5201
113.5	045°	TDZE	830
Chan 82		Apt Elev	830

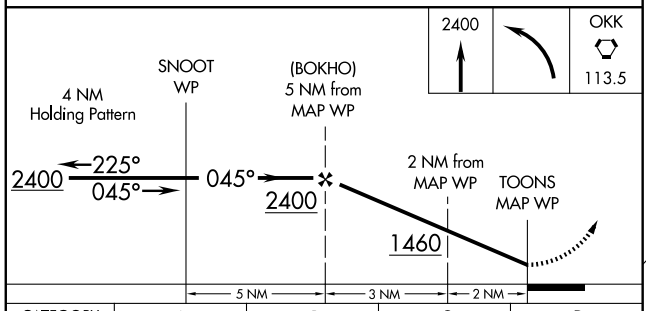
VOR/DME RNAV or GPS RWY 5

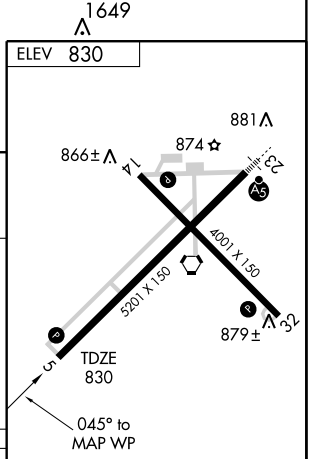
KOKOMO MUNI (OKK)

MISSED APPROACH: Climb to 2400, then left turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1 370 (400-1)			1200-1¼ 370 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2. 03 JUN 2010 to 01 JUL 2010

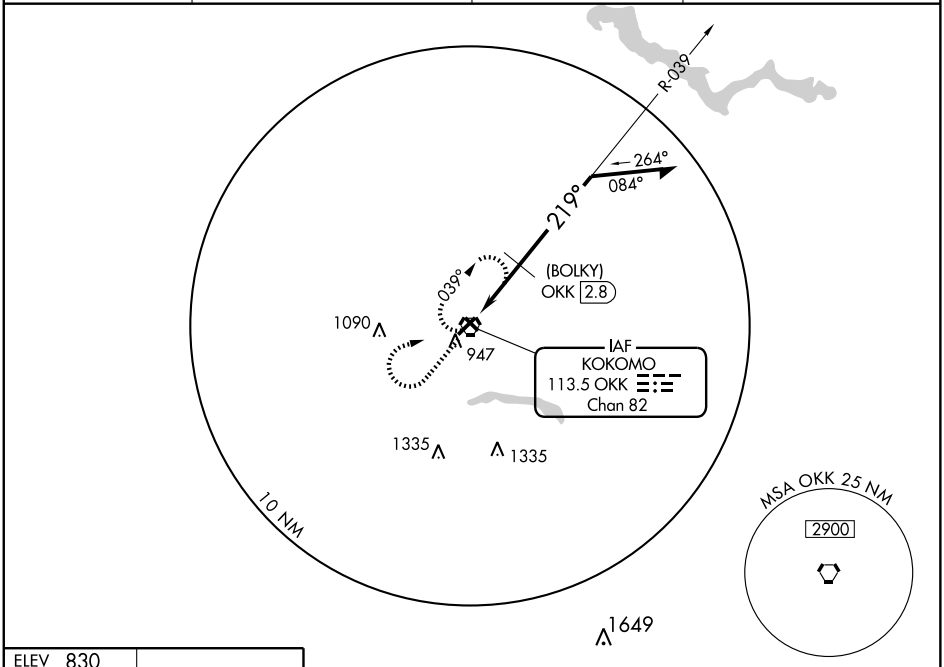
VORTAC OKK 113.5 Chan 82	APP CRS 219°	Rwy Idg 5201 TDZE 827 Apt Elev 830

VOR or GPS RWY 23

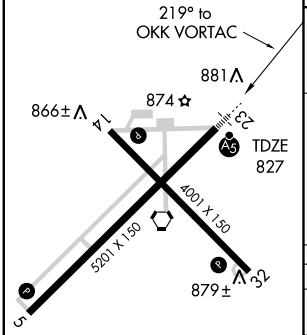
KOKOMO MUNI (OKK)

Inoperative table does not apply.	MALSR	MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

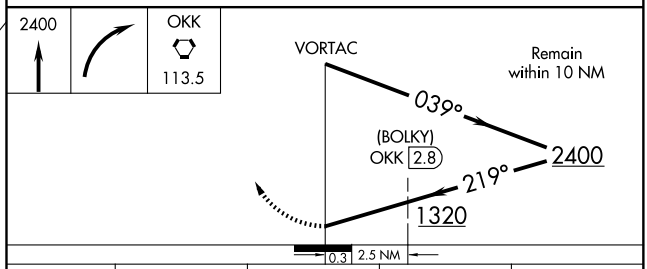
AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



ELEV 830



MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-23	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	1320-1½ 493 (500-1½)
CIRCLING	1320-1 490 (500-1)		1320-1½ 490 (500-1½)	1380-2 550 (600-2)
DME MINIMUMS				
S-23	1220-1 393 (400-1)			1220-1¼ 393 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

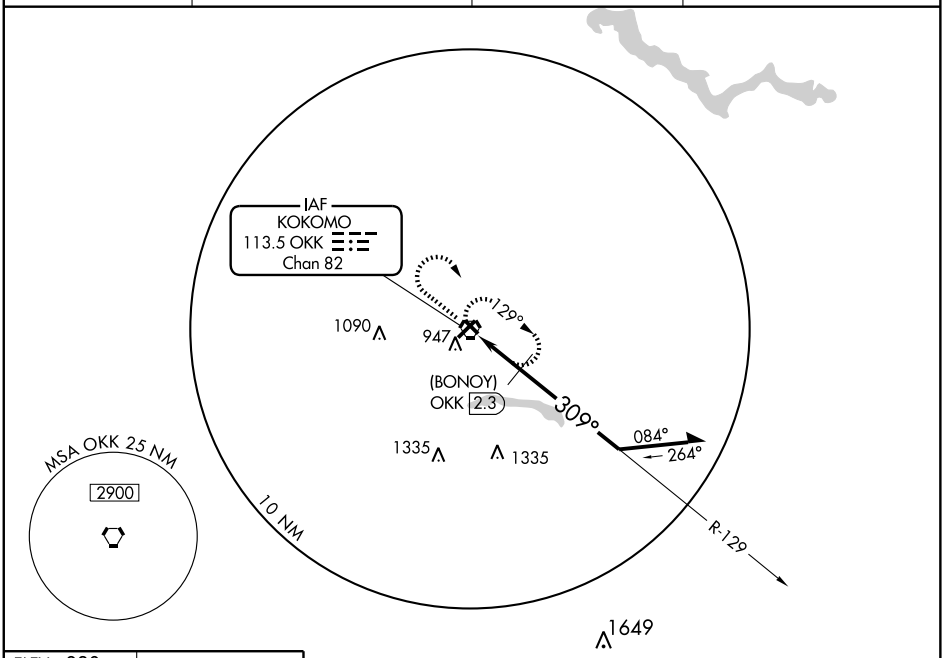
VORTAC OKK 113.5 Chan 82	APP CRS 309°	Rwy Idg 4001 TDZE 826 Apt Elev 830

VOR or GPS RWY 32

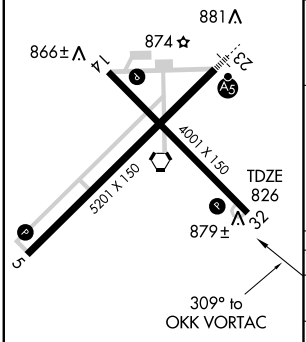
KOKOMO MUNI (OKK)

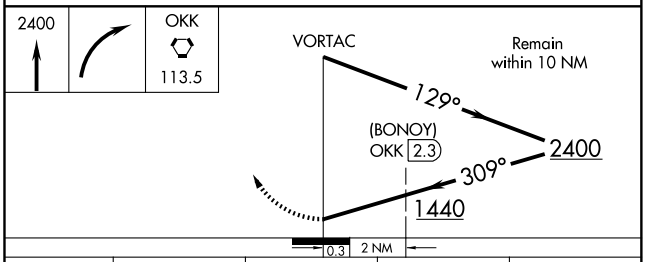
MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L



ELEV 830





CATEGORY	A	B	C	D
S-32	1440-1 614 (700-1)		1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1 610 (700-1)		1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
DME MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-PPO	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

LOC/NDB RWY 2

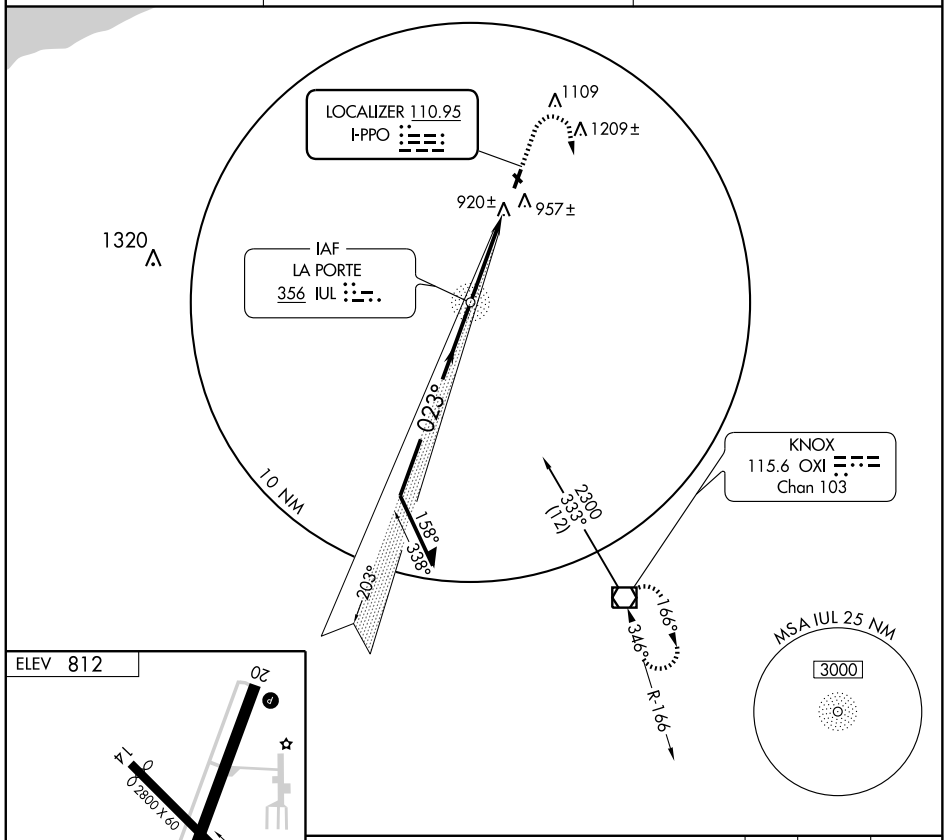
LA PORTE MUNI (PPO)

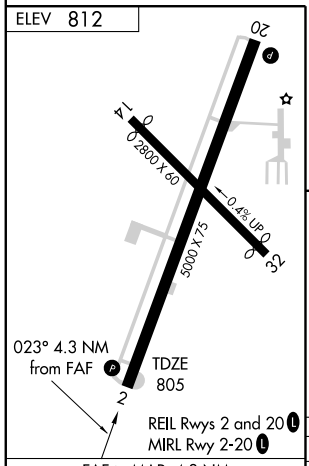
NA

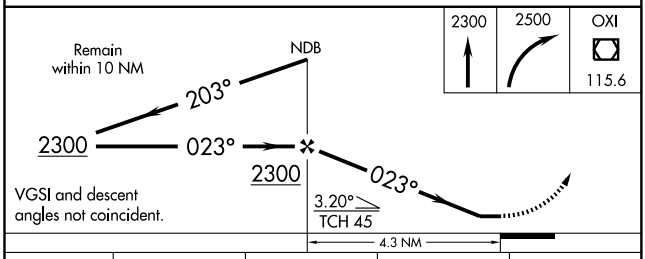
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
023°	TDZE	805
	Apt Elev	812

RNAV (GPS) RWY 2

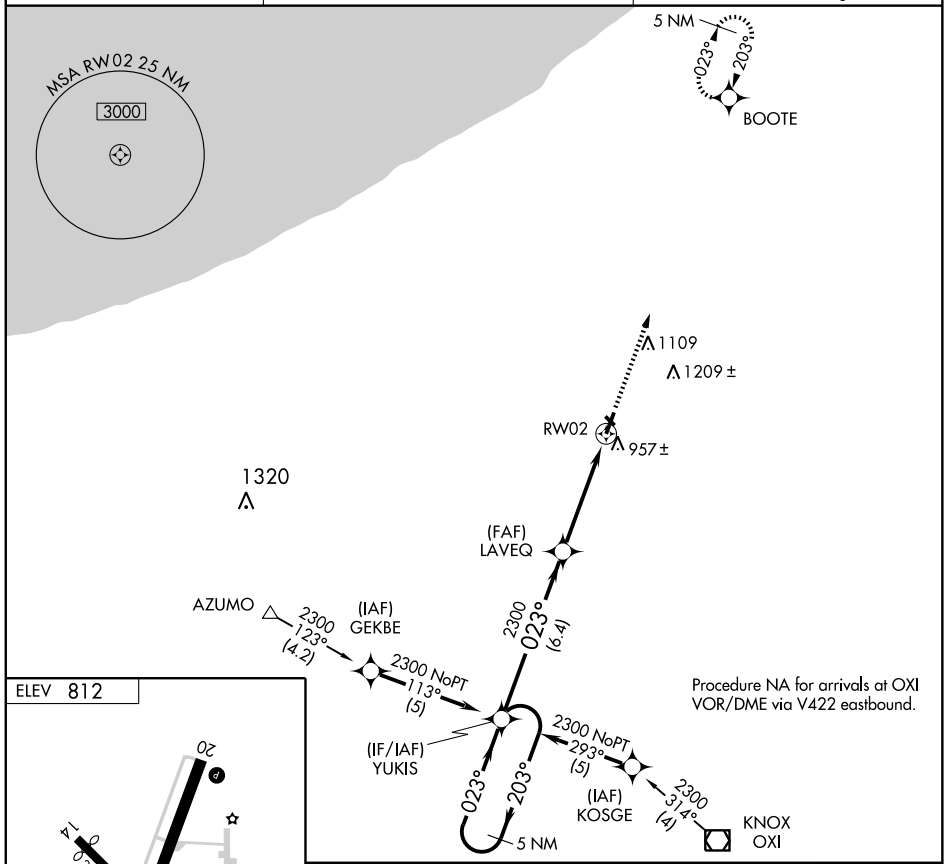
LA PORTE MUNI (PPO)

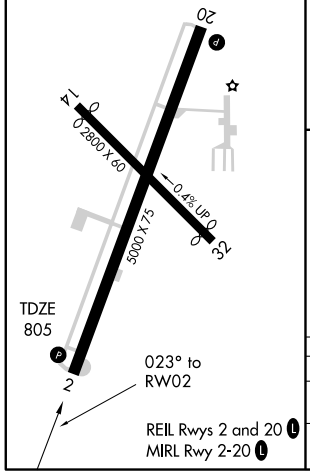
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

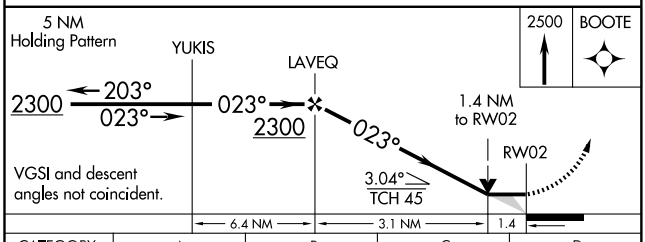
NA

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1360-1	548 (600-1)	1360-1½ 548 (600-1½)	1380-2 568 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
203°	TDZE	812
	Apt Elev	812

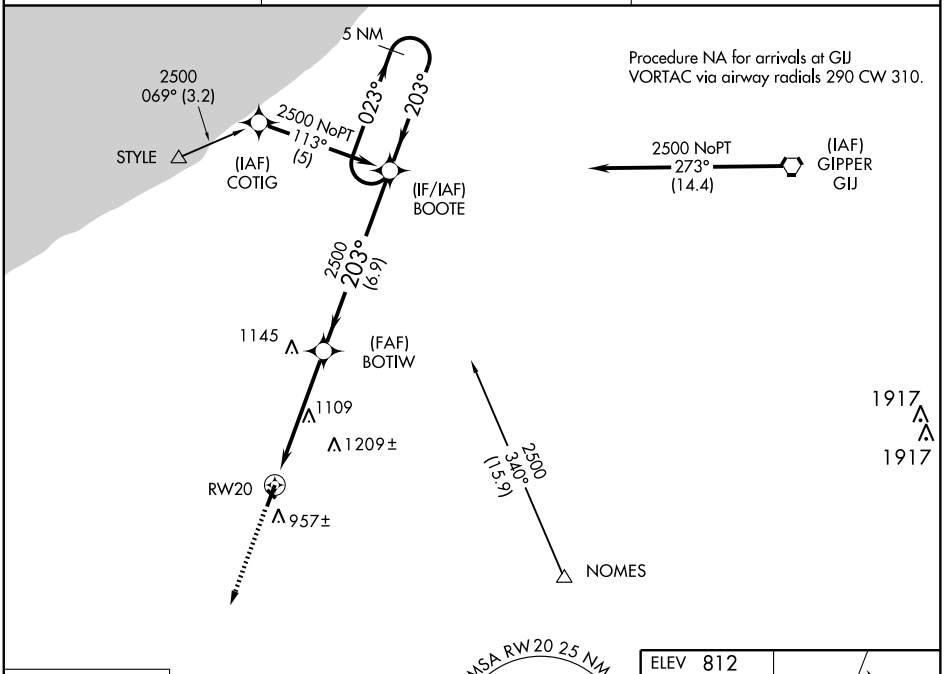
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

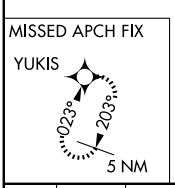
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

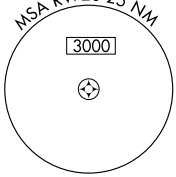
NA

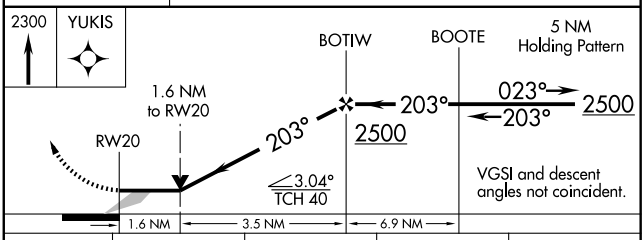
MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

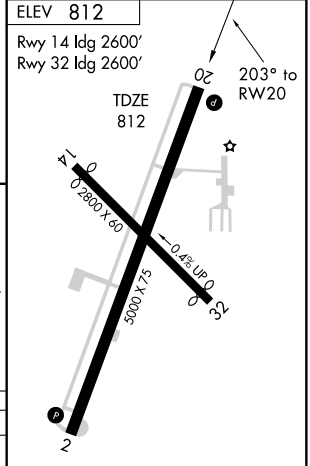
AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L











REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	346°	TDZE	N/A
Chan 103		Apt Elev	812

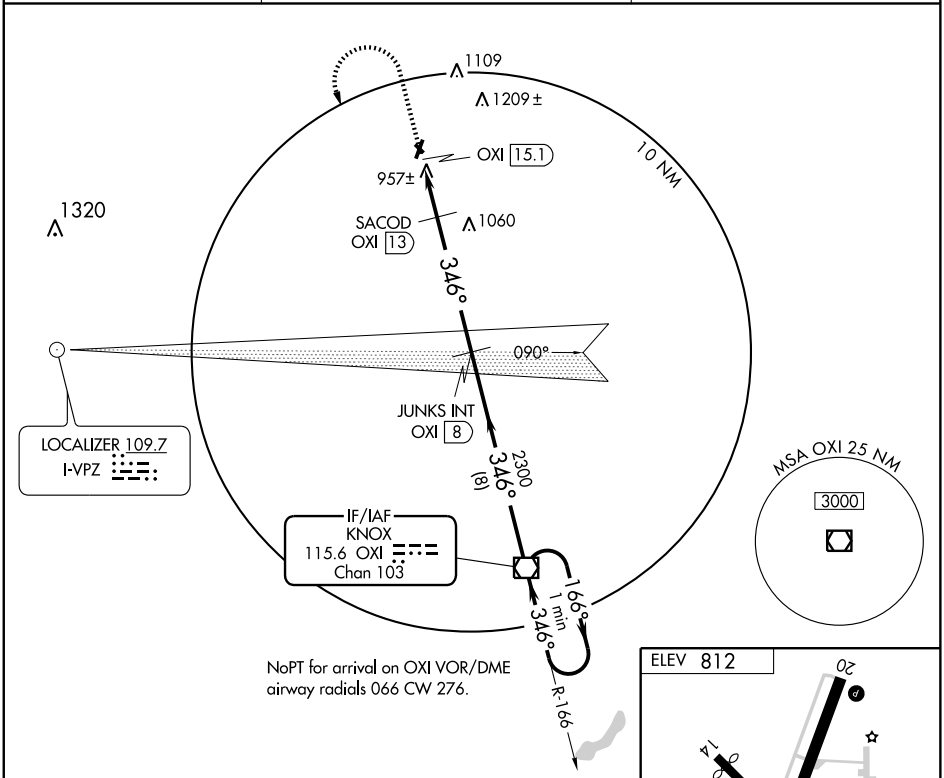
VOR-A

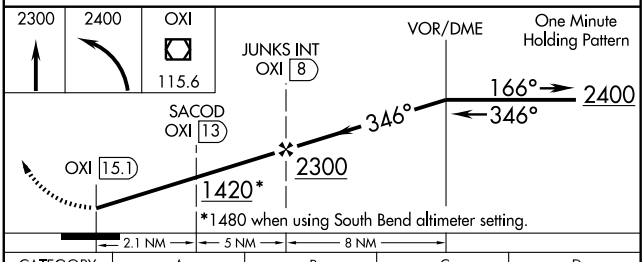
LA PORTE MUNI (PPO)

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet.
SACOD Fix Minimums: Increase Circling Cat C visibility ¼ mile.

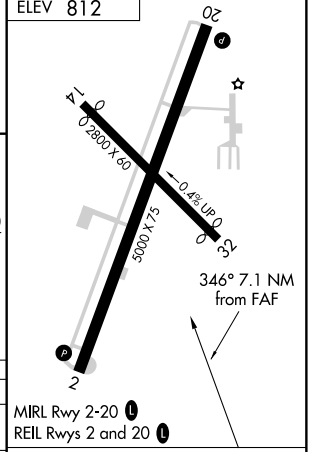
MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1420-1 608 (700-1)		1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1360-1 548 (600-1)		1360-1½ 548 (600-1½)	1380-2 568 (600-2)



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2. 03 JUN 2010 to 01 JUL 2010

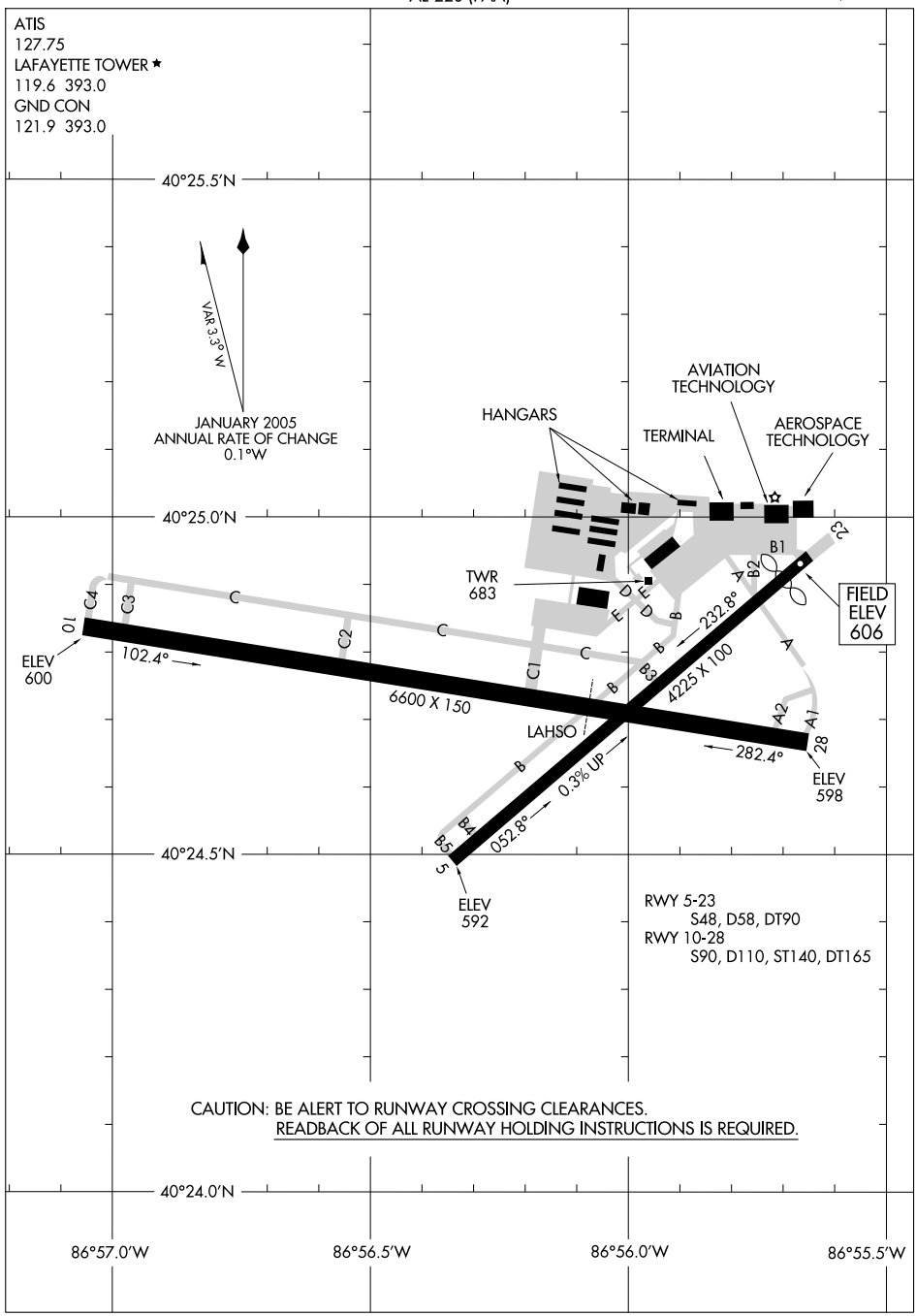
10098

AIRPORT DIAGRAM

AL-220 (FAA)

LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA

ATIS
127.75
LAFAYETTE TOWER ★
119.6 393.0
GND CON
121.9 393.0



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-LAF	APP CRS	Rwy Idg	6600
110.3	100°	TDZE	601
		Apt Elev	606

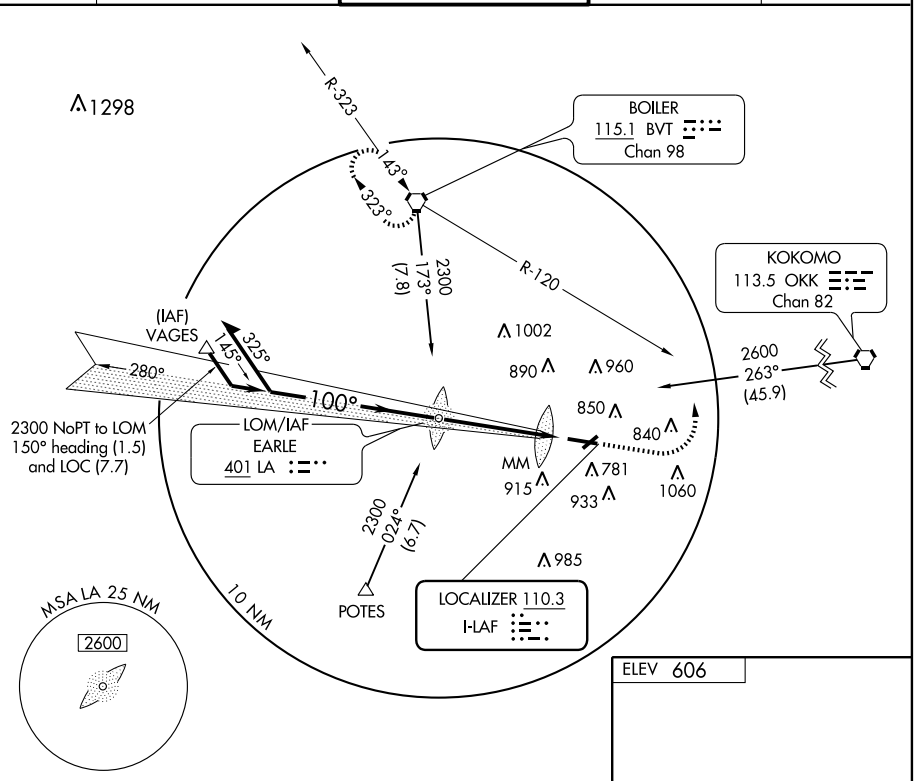
ILS RWY 10

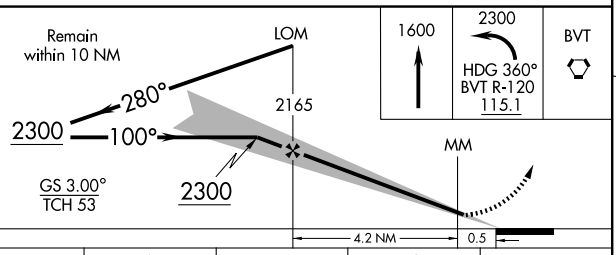
LAFAYETTE / PURDUE UNIVERSITY (LAF)

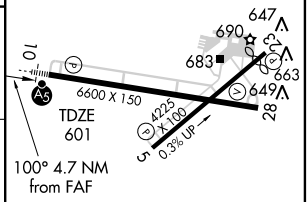
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER *	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)		1060-¾ 459 (500-¾)	1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6600
Ch 45902	100°	TDZE	601
W10A		Apt Elev	606

RNAV (GPS) RWY 10

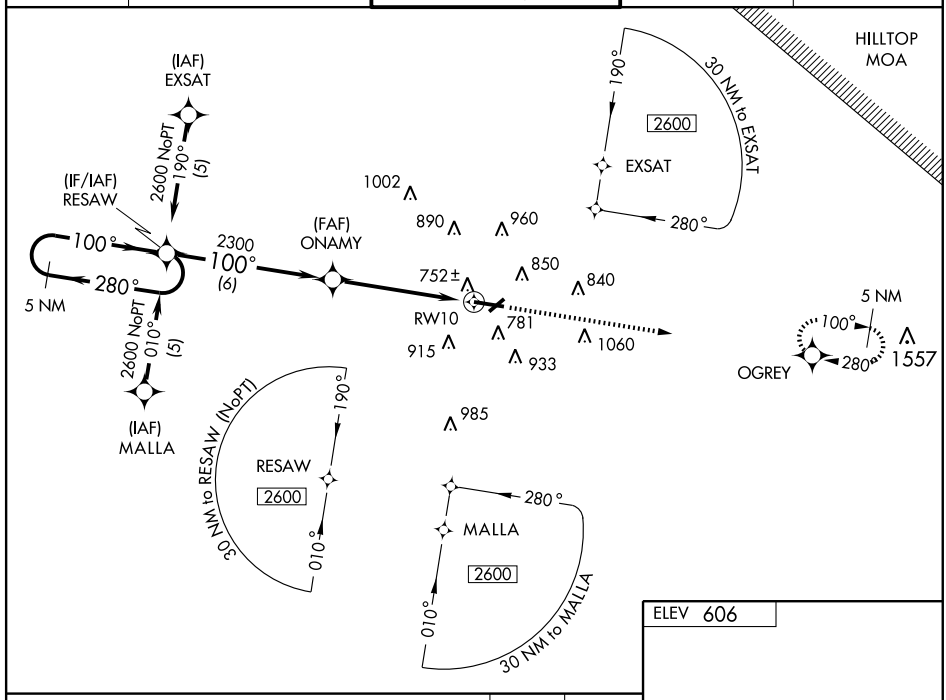
LAFAYETTE / PURDUE UNIVERSITY (LAF)

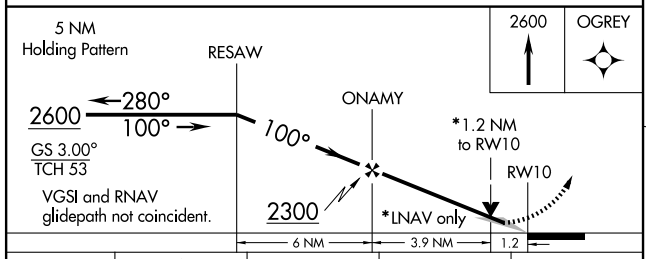
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

MALSR

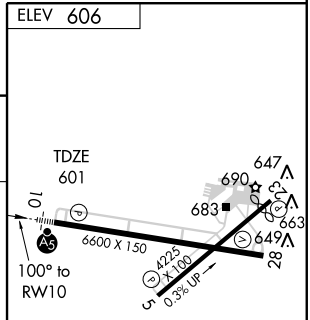
MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95





CATEGORY	A	B	C	D
LPV DA	877-½ 276 (300-½)			
LNAV/ VNAV DA	1083-1¼ 482 (500-1¼)			
LNAV MDA	1040-½ 439 (500-½)		1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

WAAS	APP CRS	Rwy Idg	6600
CH 82103	280°	TDZE	598
W28A		Apt Elev	606

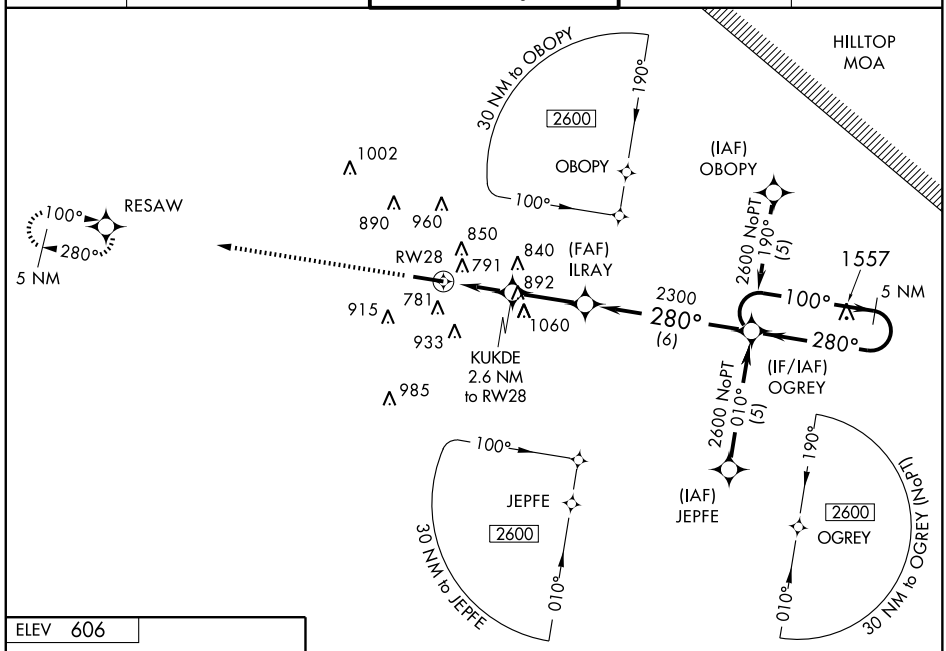
RNAV (GPS) RWY 28

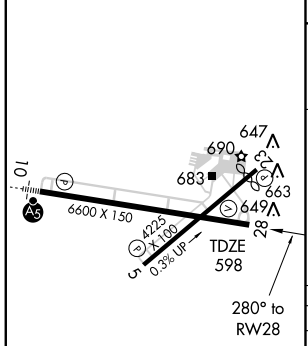
LAFAYETTE / PURDUE UNIVERSITY (LAF)

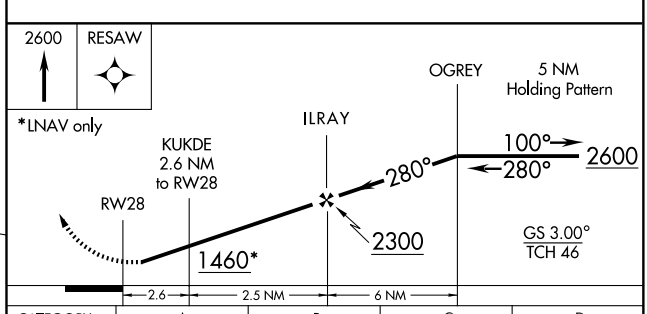
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
LPV DA	856-1 258 (300-1)			
LNAV/VNAV DA	1125-1¾ 527 (600-1¾)			
LNAV MDA	1060-1 462 (500-1)		1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC BVT 115.1 Chan 98	APP CRS 143°	Rwy Idg N/A TDZE N/A Apt Elev 606

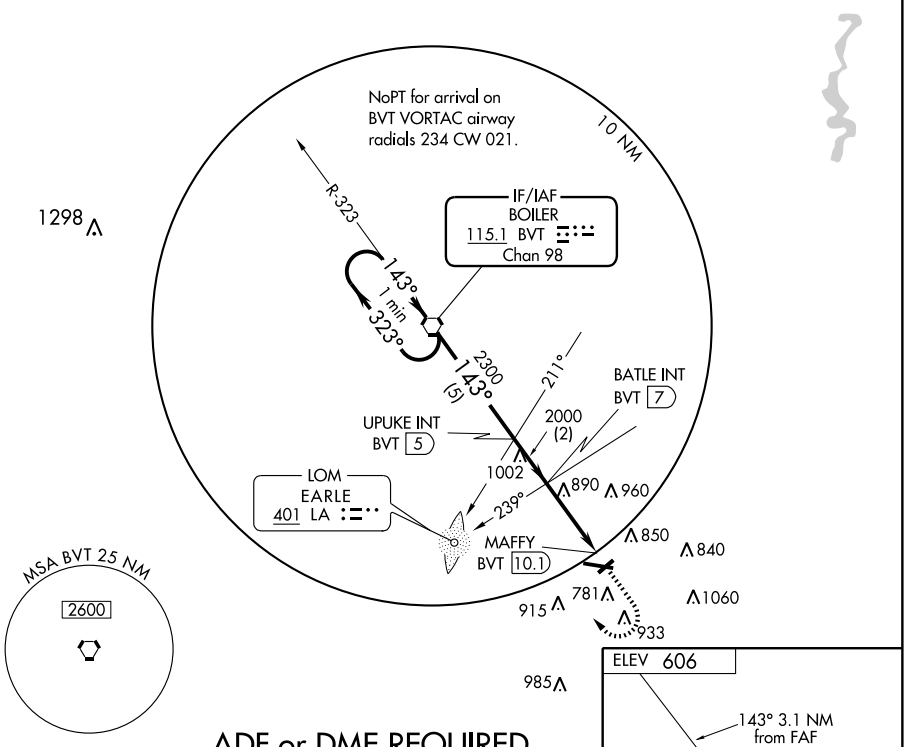
VOR-A

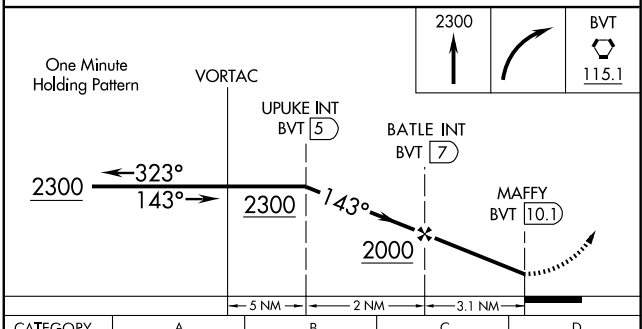
LAFAYETTE / PURDUE UNIVERSITY (LAF)

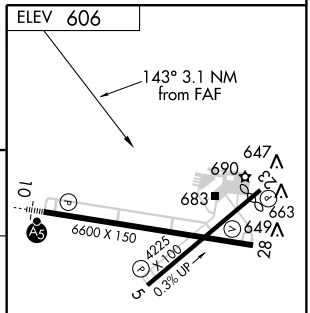
When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

CATEGORY	A	B	C	D
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
090°	TDZE	736
	Apt Elev	738

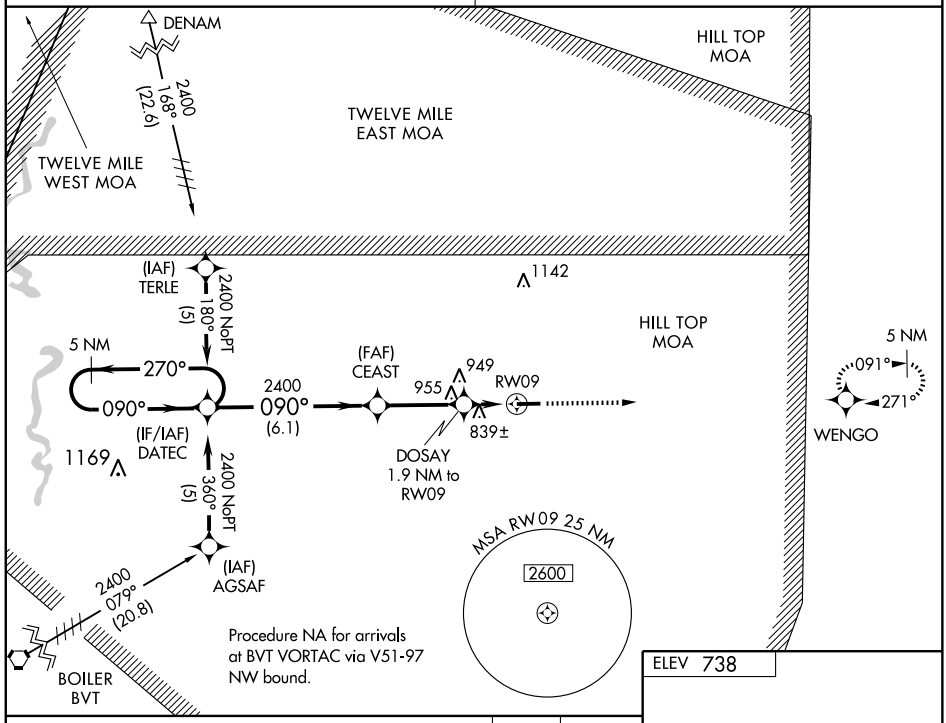
RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

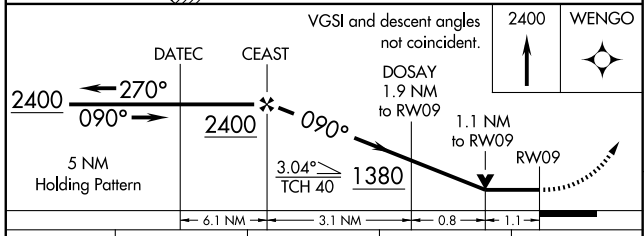
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

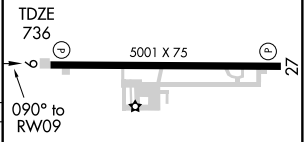
MISSED APPROACH: Climb to 2400 direct WENGO and hold.

GRISSOM APP CON ★ 121.05 379.3

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70703	270°	TDZE	738
W27A		Apt Elev	738

RNAV (GPS) RWY 27
LOGANSPORT/CASS COUNTY (GGP)

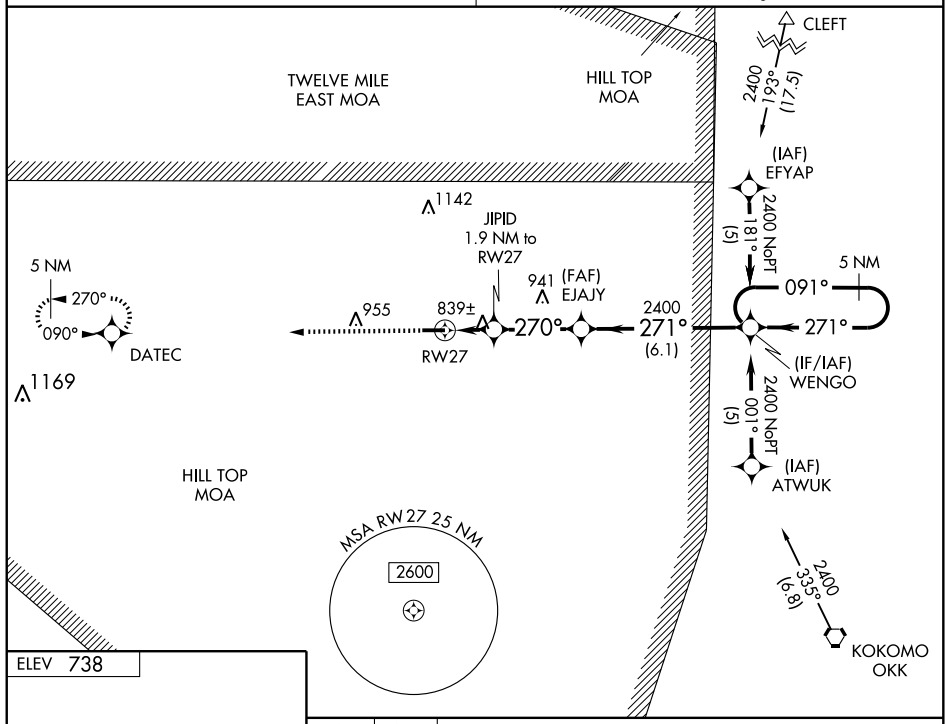
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

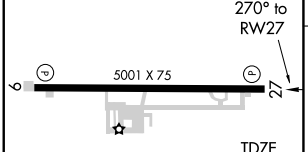
MISSED APPROACH: Climb to 2400 direct DATEC and hold.

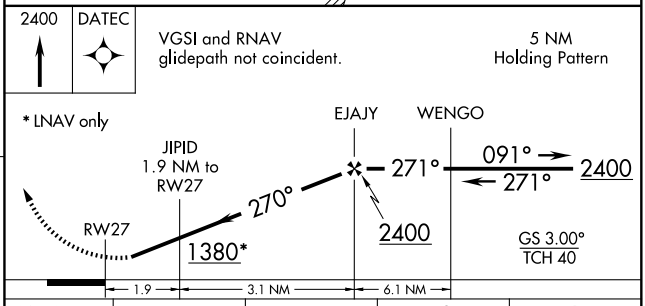
GRISSOM APP CON * 121.05 379.3

UNICOM 122.8 (CTAF) L



ELEV 738





CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1¼ 362 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

MIRL Rwy 9-27 L

VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	307°	TDZE	N/A
Chan 82		Apt Elev	738

VOR-A

LOGANSPORT/CASS COUNTY (GGP)

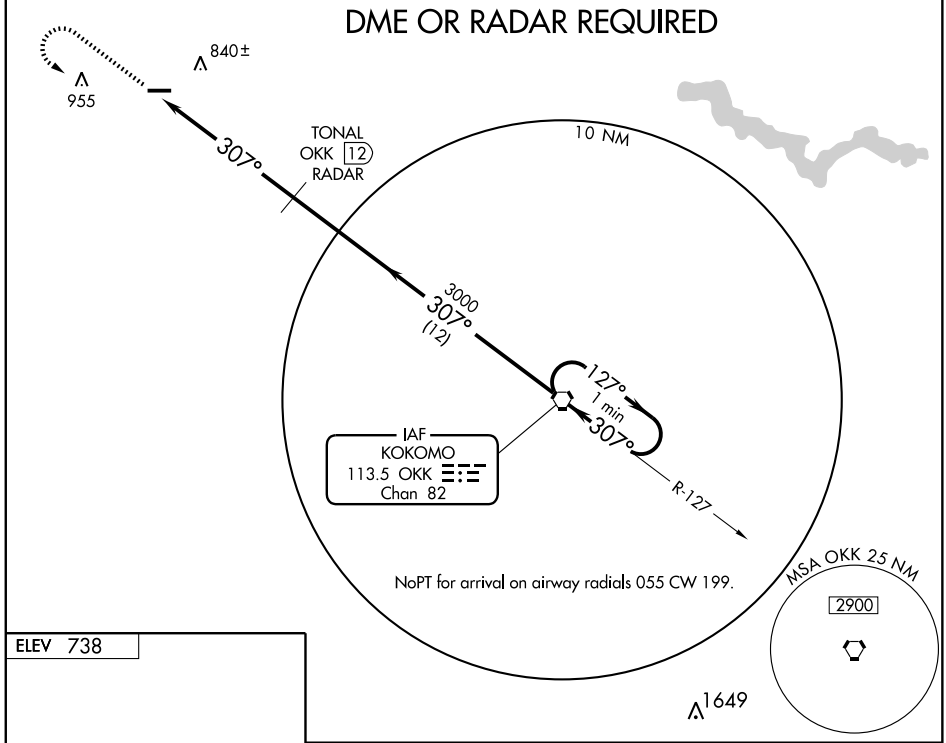
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

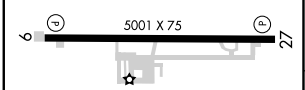
GRISSOM APP CON ★ 121.05 379.3

UNICOM 122.8 (CTAF) L

DME OR RADAR REQUIRED



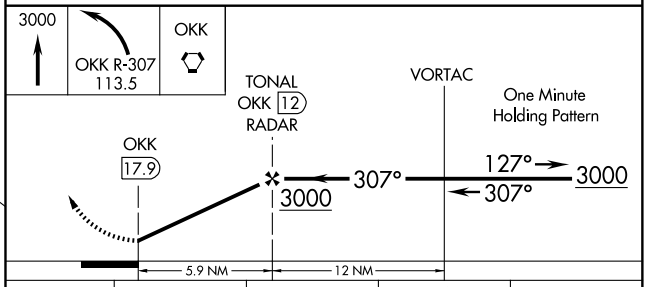
ELEV 738



307° 5.9 NM from FAF

MIRL Rwy 9-27 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 426 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

LOGANSPORT, INDIANA

AL-5435 (FAA)

VORTAC OKK	APP CRS	Rwy Idg 5001
113.5	270°	TDZE 738
Chan 82		Apt Elev 738

VOR/DME RNAV RWY 27

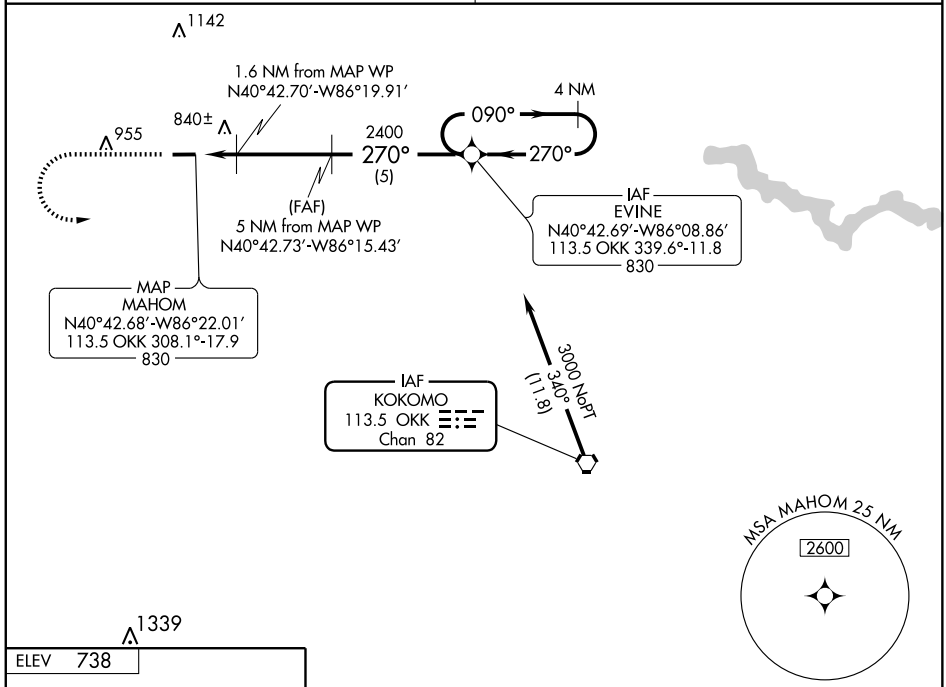
LOGANSPORT/CASS COUNTY (GGP)

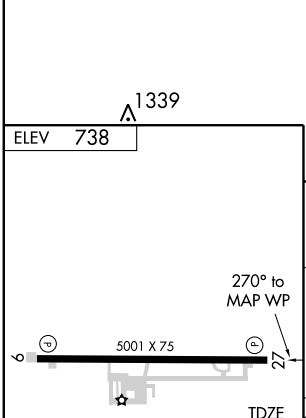
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

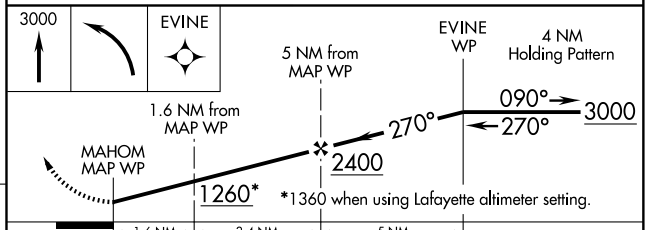
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC EON	APP CRS	Rwy Idg	N/A
113.2	278°	TDZE	N/A
Chan 79		Apt Elev	675

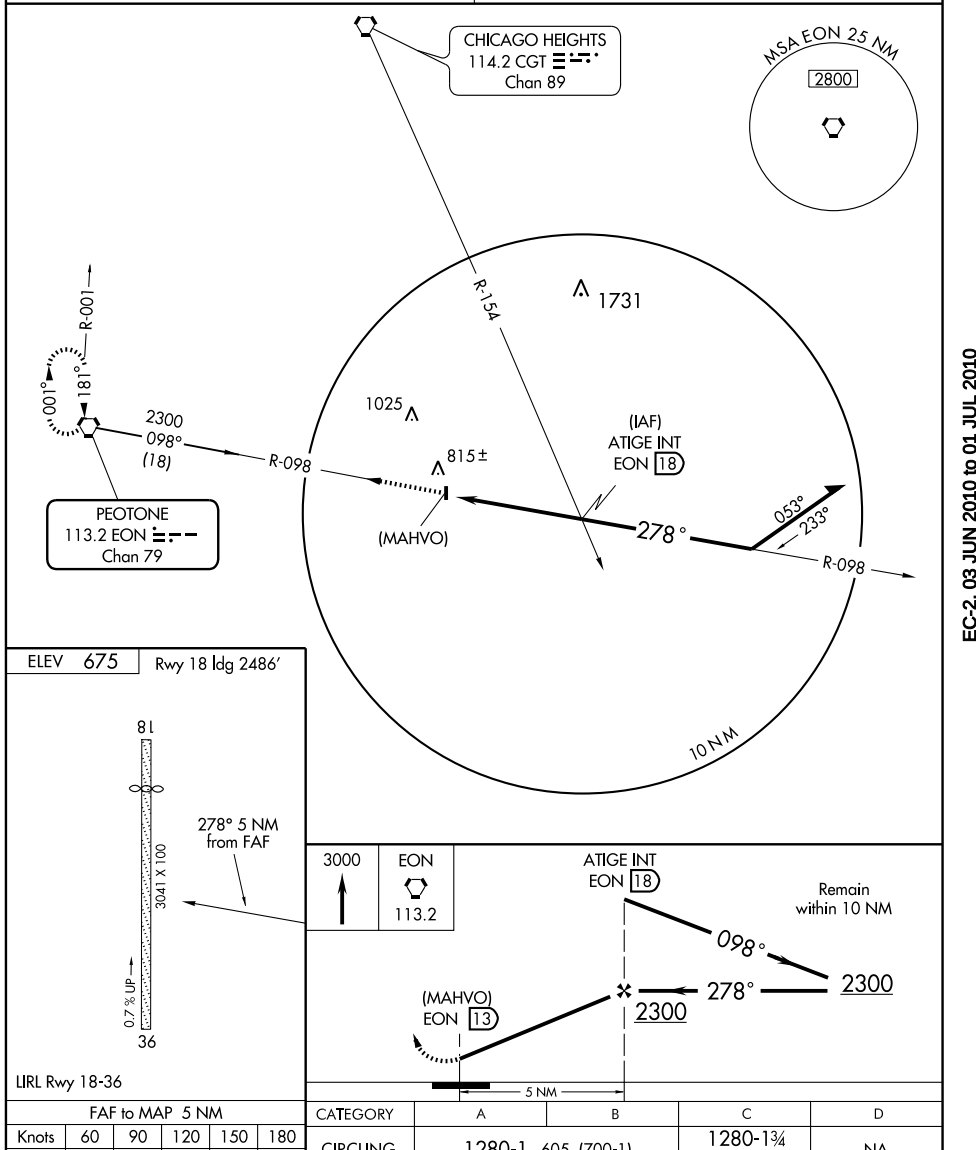
VOR or GPS-A
LOWELL (C97)

Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

NA

MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER	CTAF
132.95 272.7	122.9



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1280-1 605 (700-1)		1280-1¾ 605 (700-1¾)	NA

WAAS	APP CRS		
CH 45708	035°	Rwy Idg	5000
W03A		TDZE	812
		Apt Elev	819

RNAV (GPS) RWY 3

MADISON MUNI (IMS)

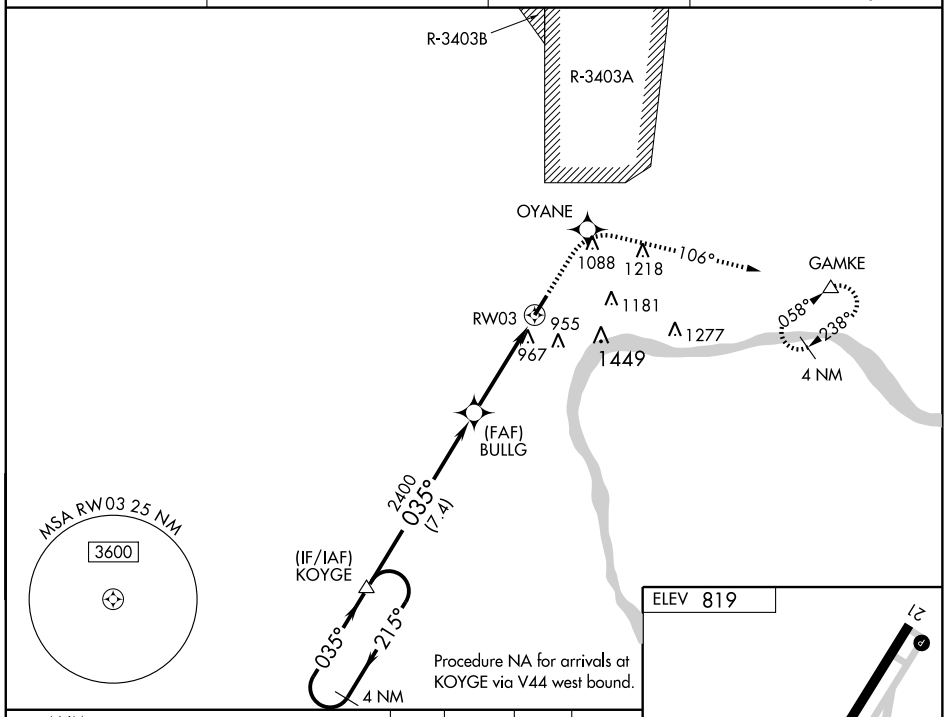
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

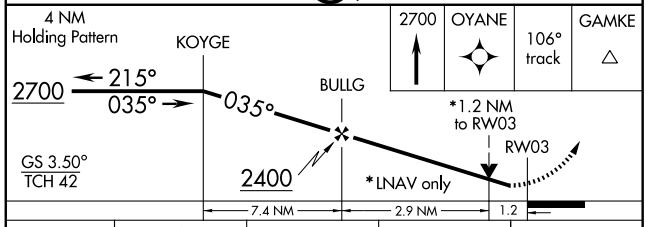
NA

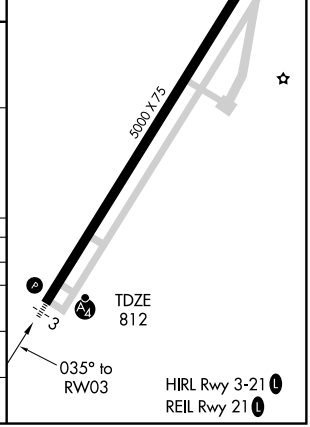
MALSF

MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1203-1¼ 391 (400-1¼)			NA
LNAV/VNAV DA	1321-1½ 509 (600-1½)			NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC ABB	APP CRS	Rwy Idg	5000
112.4	037°	TDZE	812
Chan 71		Apt Elev	819

VOR/DME RWY 3

MADISON MUNI (IMS)

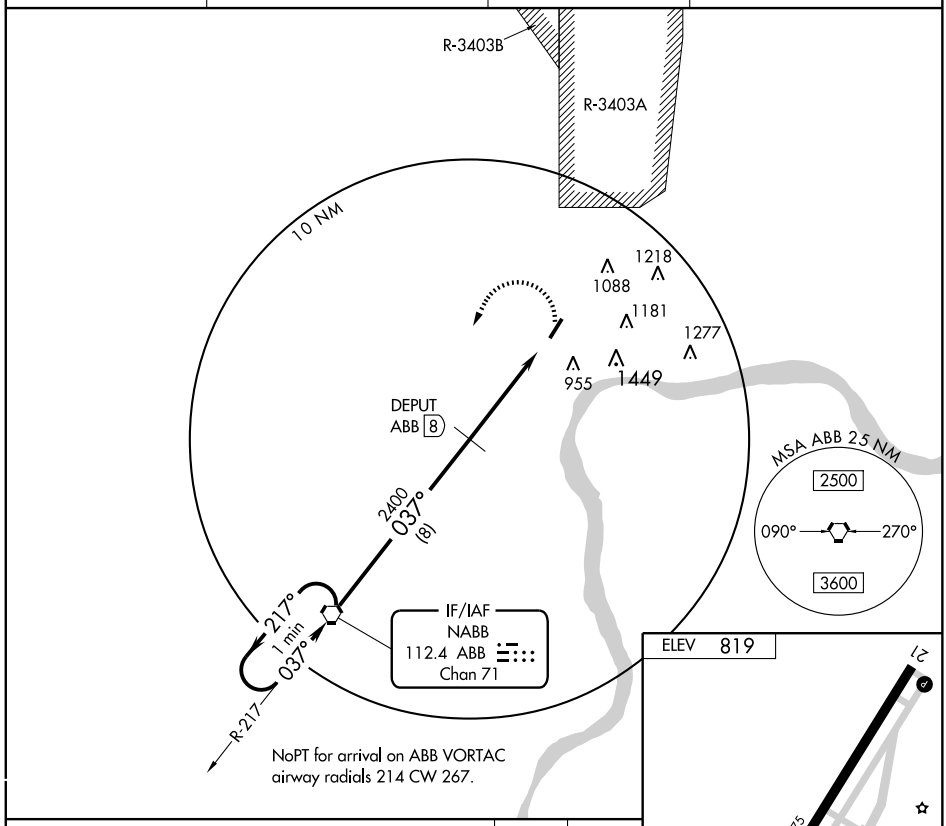
Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

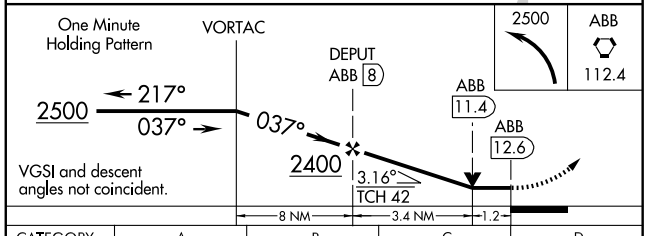
NA

MALSF

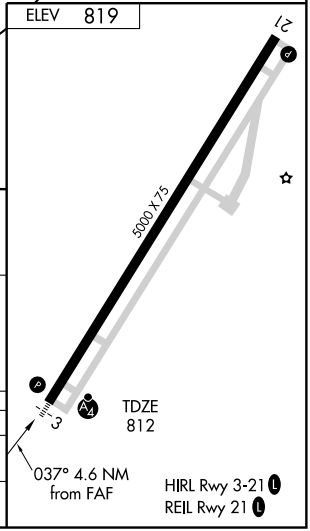
MISSED APPROACH: Climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-3	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	NA



EC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MZZ	APP CRS	Rwy Idg	6000
111.7	041°	TDZE	859
		Apt Elev	859

ILS or LOC RWY 4
MARION MUNI (MZZ)

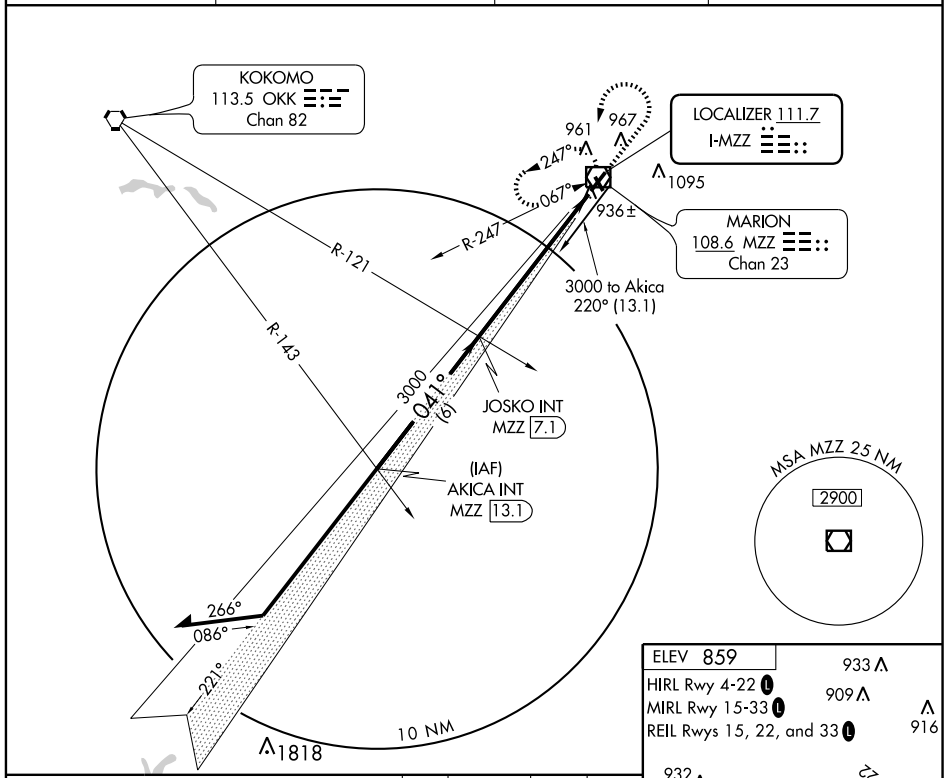
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet. For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

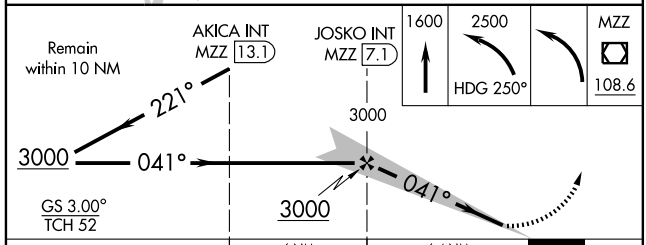
NA

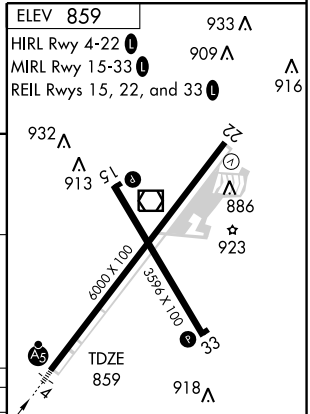
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 4	1063-½ 204 (300-½)			
S-LOC 4	1200-½ 341 (400-½)			1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6000
CH 60906	041°	TDZE	859
W04A		Apt Elev	859

RNAV (GPS) RWY 4

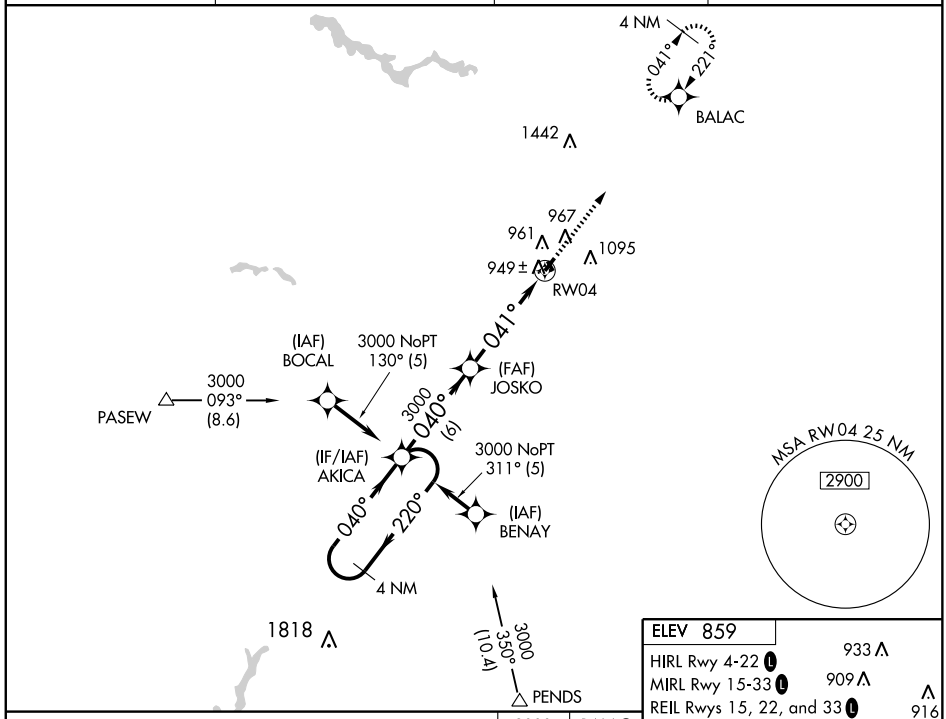
MARION MUNI (MZZ)

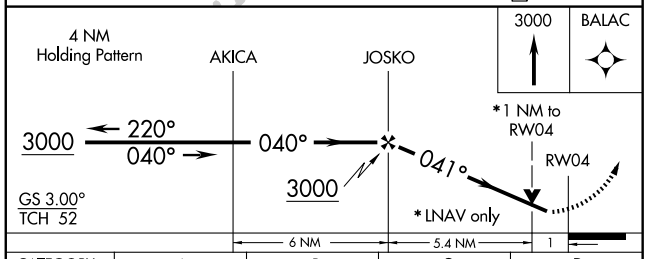
T NA — If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSI inop circling Rwy 15, 33 NA at night.

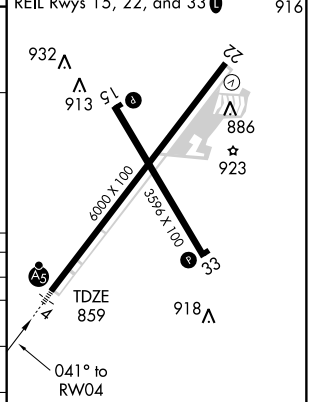
MALSR

MISSED APPROACH: Climb to 3000 direct BALAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

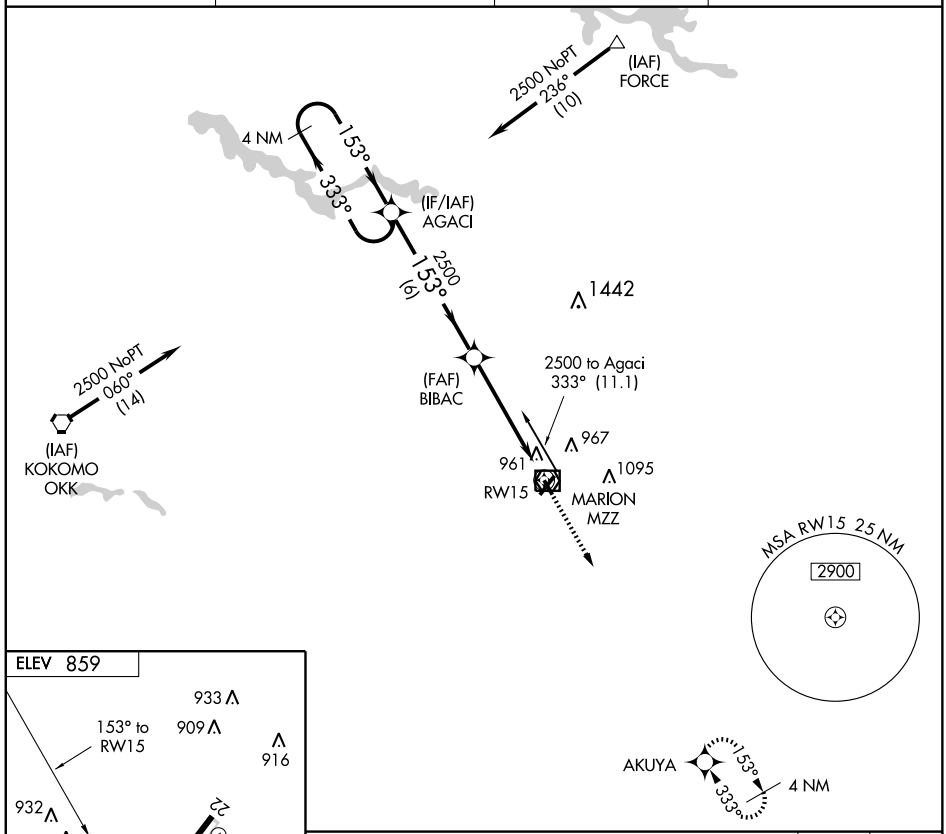
RNAV (GPS) RWY 15
MARION MUNI (MZZ)

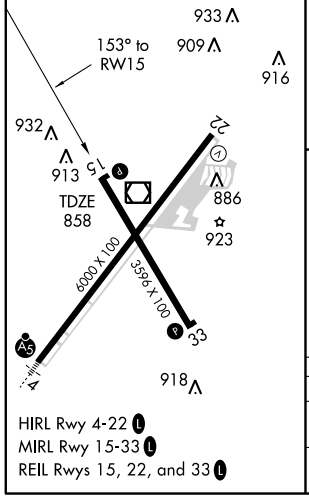
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.

NA

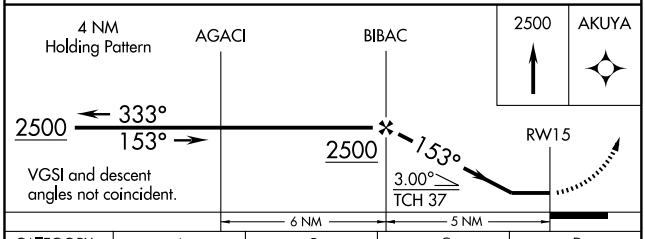
MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6000
221°	TDZE	859
	Apt Elev	859

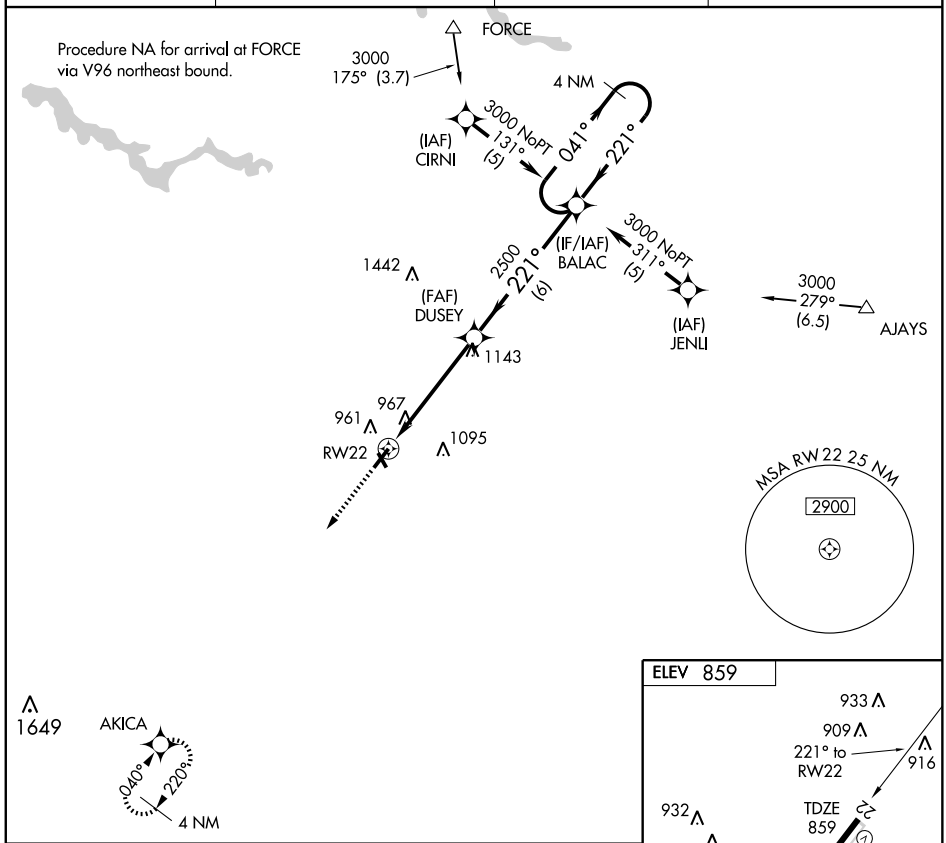
RNAV (GPS) RWY 22
MARION MUNI (MZZ)

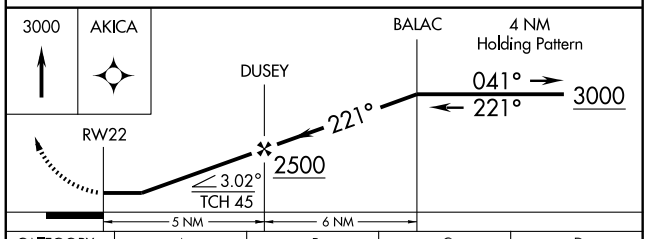
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

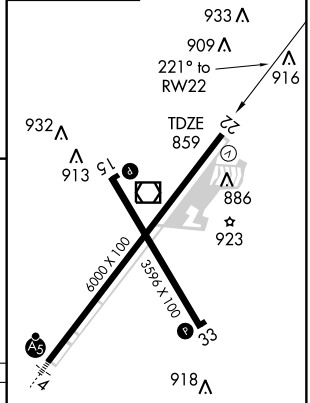
NA

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33

MARION MUNI (MZZ)

When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L

CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	034°	TDZE	859
Chan 23		Apt Elev	859

VOR RWY 4
MARION MUNI (MZZ)

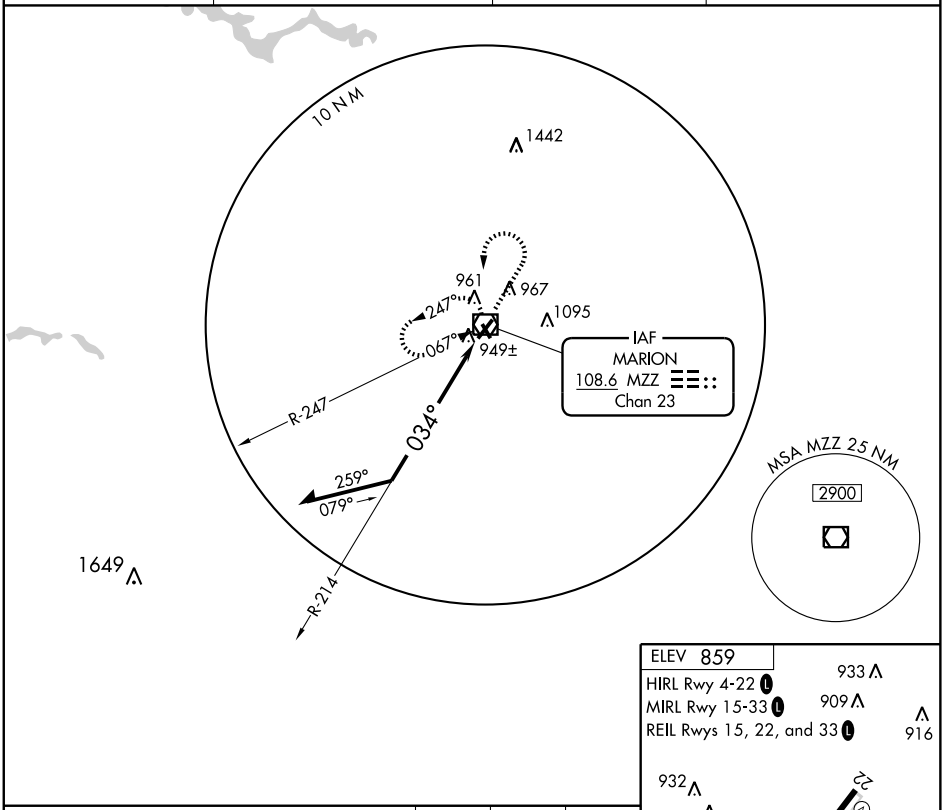
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.
For inoperative MALSR, increase Cat D visibility to 1¼.

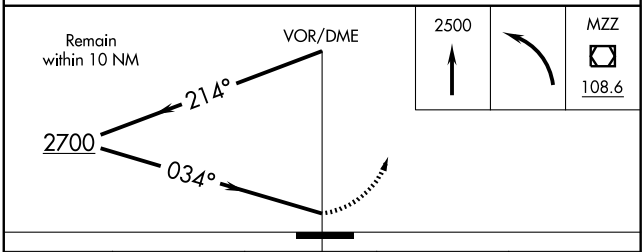
NA

MALSR

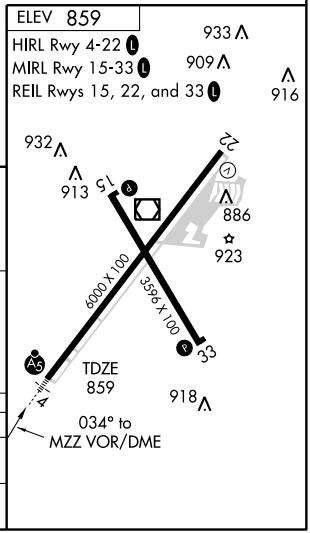
MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	1260-½ 401 (500-½)		1260-¾ 401 (500-¾)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



EC-2, 03 JUN 2010 to 01 JUL 2010

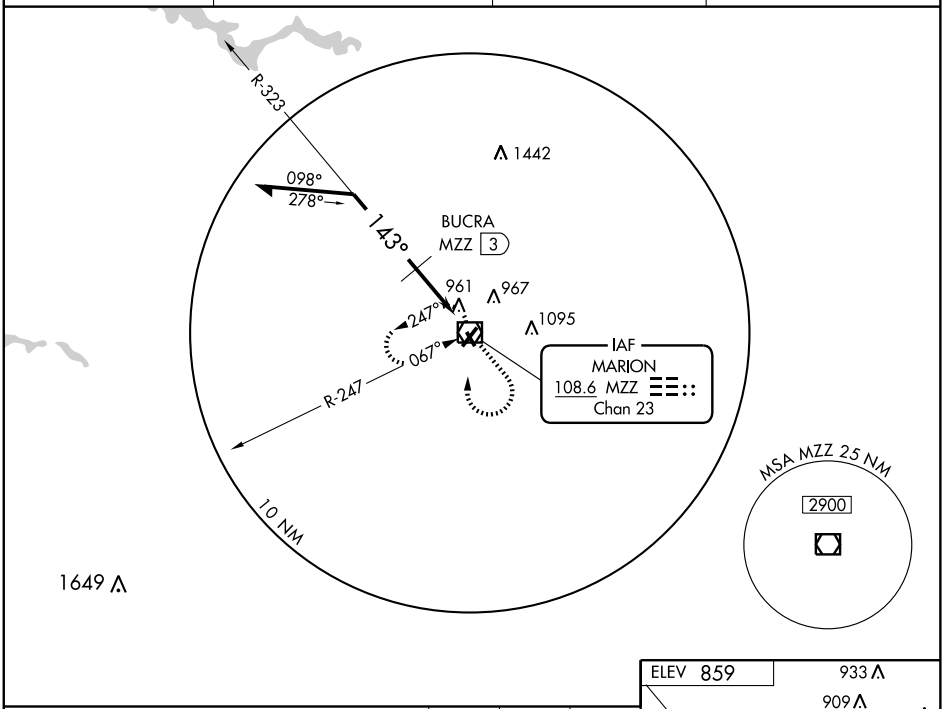
VOR/DME MZZ	APP CRS	Rwy Idg	3596
108.6	143°	TDZE	858
Chan 23		Apt Elev	859

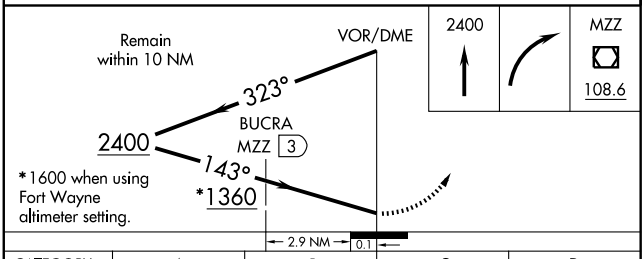
VOR RWY 15
MARION MUNI (MZZ)

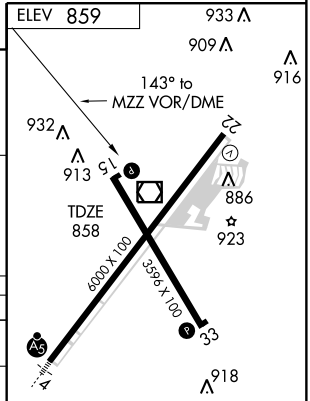
When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet, increase S-15 and Circling Cat B visibility ¼ mile, Cat C and D ½ mile.
BUCRA FIX MINIMUMS: increase S-15 Cat C and D visibility ¼ mile

MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1500-1 642 (700-1)		1500-1¾ 642 (700-1¾)	1500-2 642 (700-2)
CIRCLING	1500-1 641 (700-1)		1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BUCRA FIX MINIMUMS				
S-15	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME MZZ	APP CRS	Rwy Idg	6000
108.6	227°	TDZE	859
Chan 23		Apt Elev	859

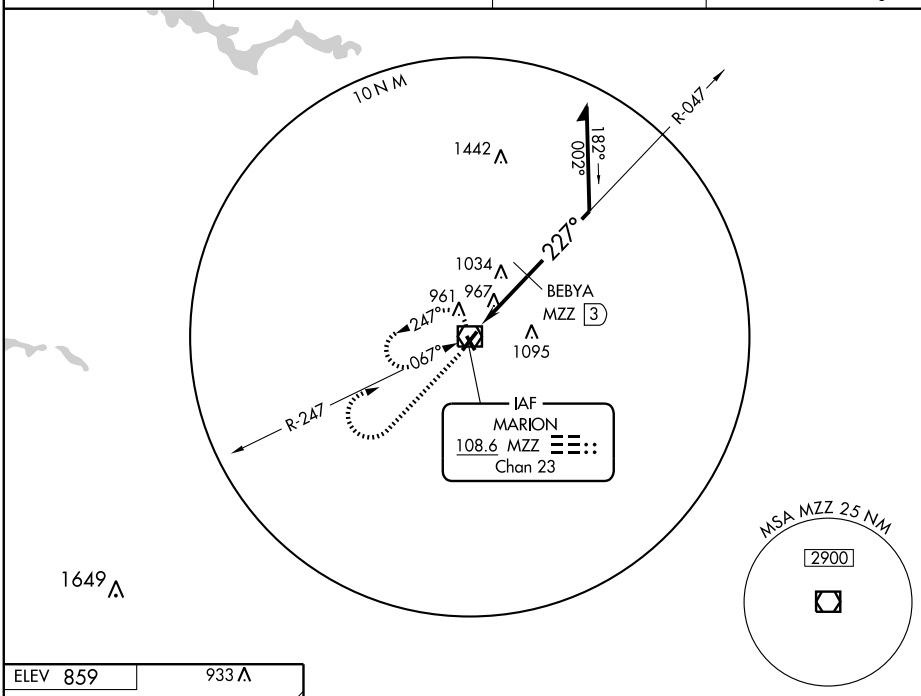
VOR RWY 22
MARION MUNI (MZZ)

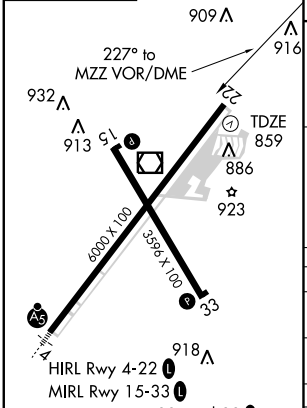
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

NA

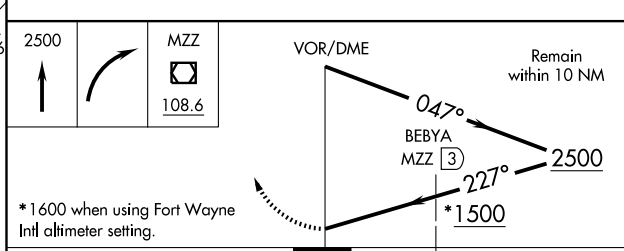
MISSED APPROACH: Climb to 2500 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



*1600 when using Fort Wayne Intl altimeter setting.

CATEGORY	A	B	C	D
S-22	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
CIRCLING	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BEBYA FIX MINIMUMS				
S-22	1340-1	481 (500-1)	1340-1¼ 481 (500-1¼)	1340-1½ 481 (500-1½)
CIRCLING	1340-1	481 (500-1)	1340-1½ 481 (500-1½)	1420-2 561 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4100
218°	TDZE	655
	Apt Elev	655

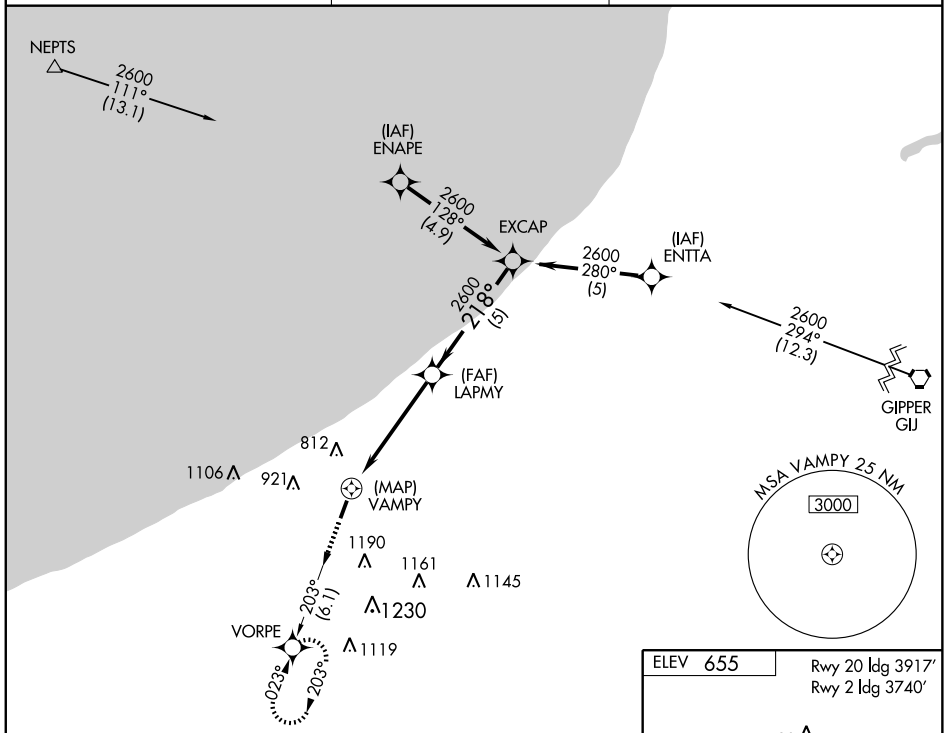
GPS RWY 20
MICHIGAN CITY MUNI (MGC)

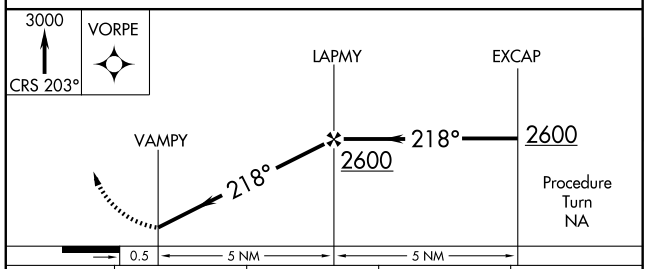
NA

Use South Bend altimeter setting.

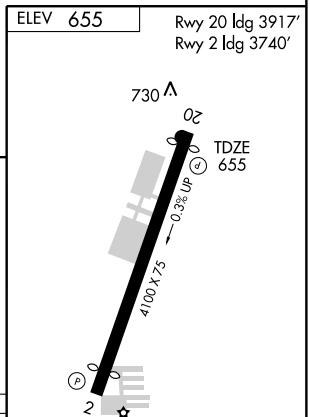
MISSED APPROACH: Climb to 3000 via 203° course to VORPE WP and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-20	1240-1	585 (600-1)	1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA



EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 655

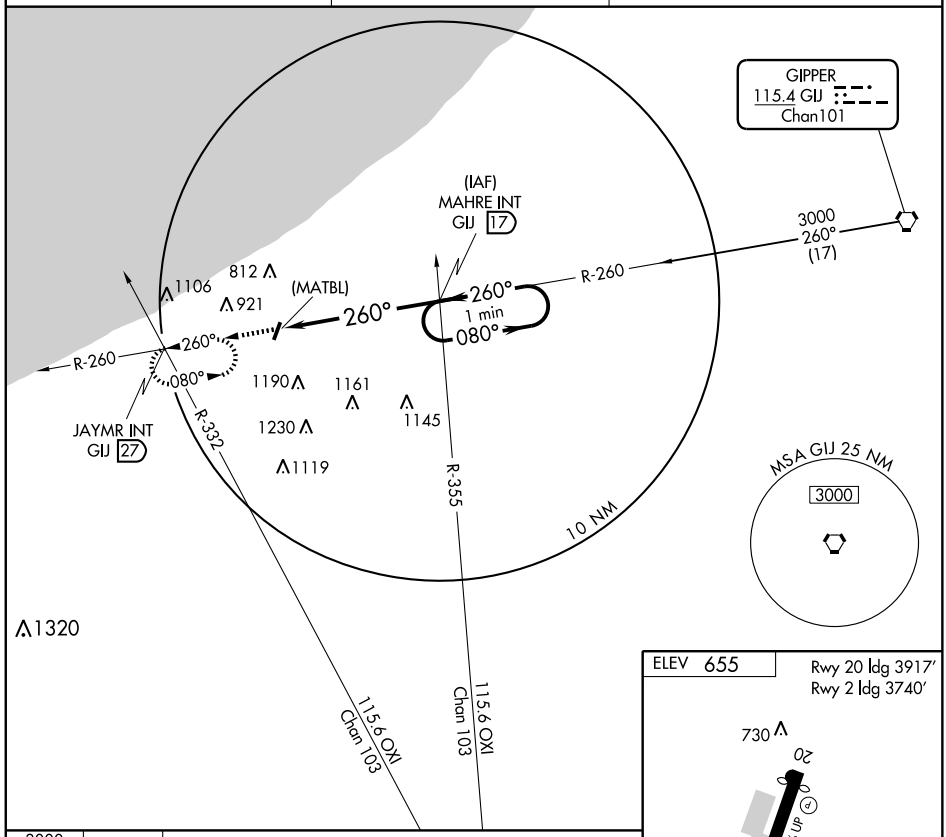
VOR or GPS-A

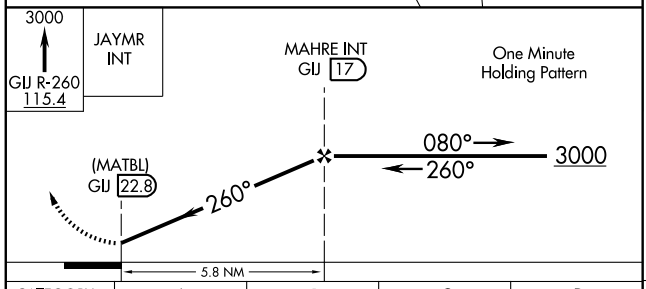
MICHIGAN CITY MUNI (MGC)

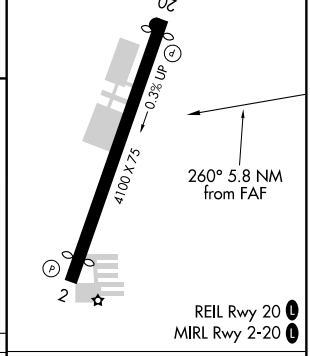
Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000 via GIJ R-260 to JAYMR Int/27 DME and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼	885 (900-1¼)	1540-2¾ 885 (900-2¾)	NA

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4002
182°	TDZE	676
	Apt Elev	676

GPS RWY 18

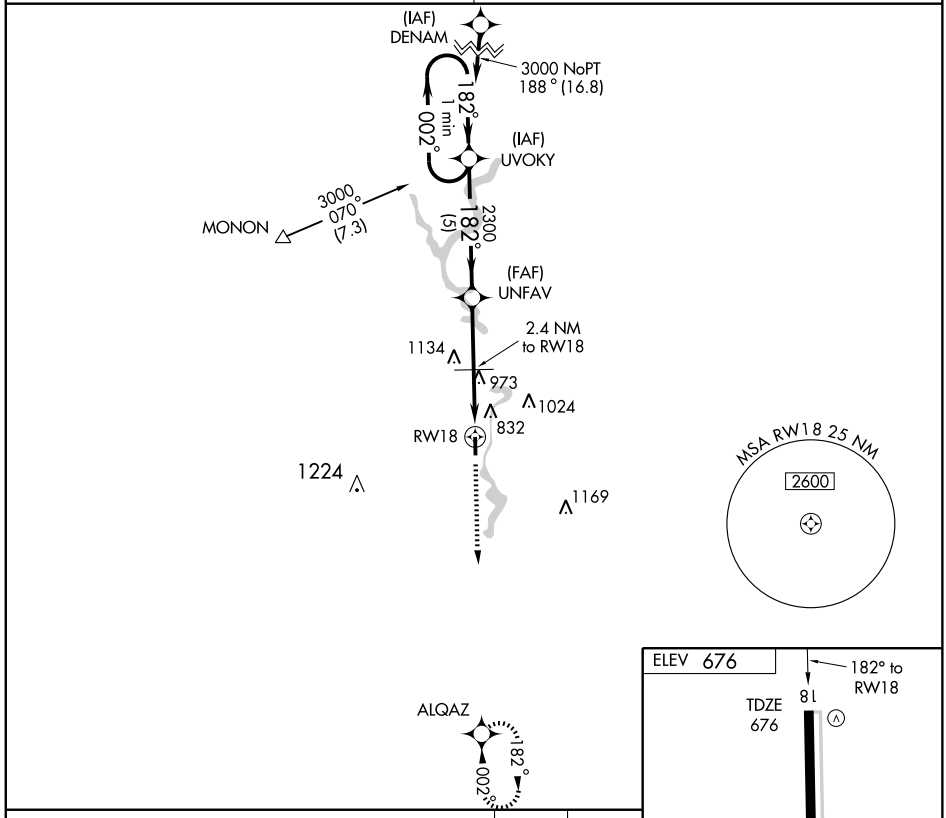
MONTICELLO/ WHITE COUNTY (MCX)

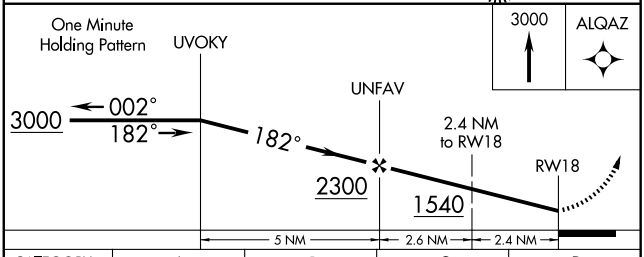
NA

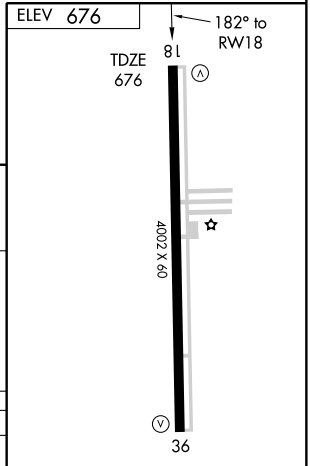
Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	**122.8** (CTAF)







CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

REIL Rwys 18 and 36
MIRL Rwy 18-36

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4002
002°	TDZE	673
	Apt Elev	676

GPS RWY 36

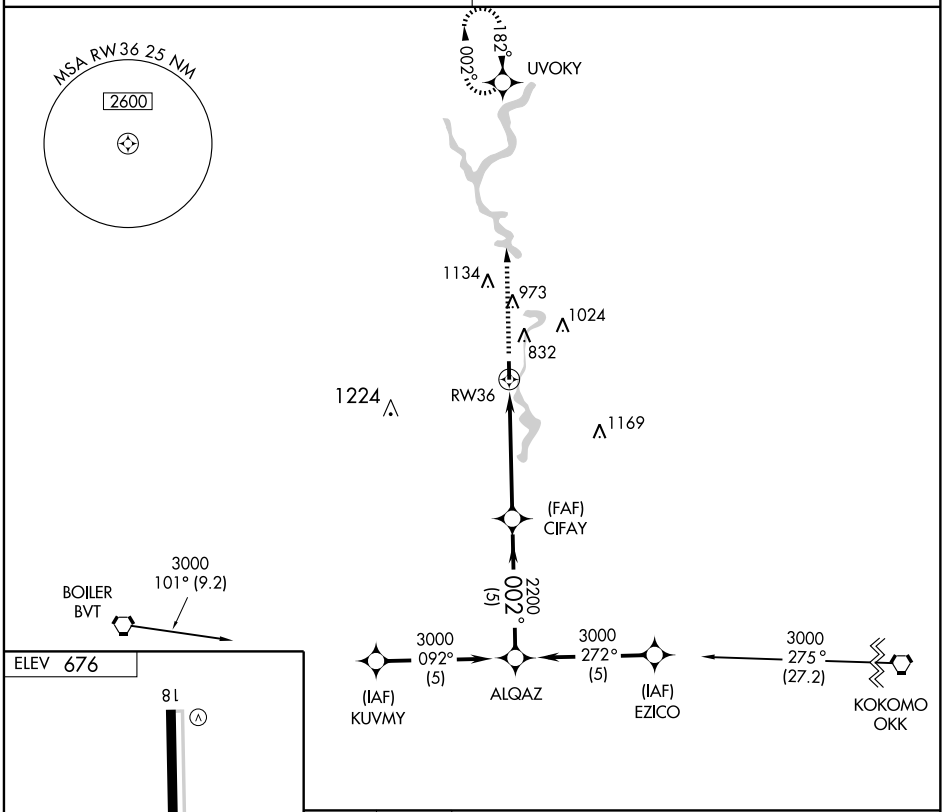
MONTICELLO/ WHITE COUNTY (MCX)

NA

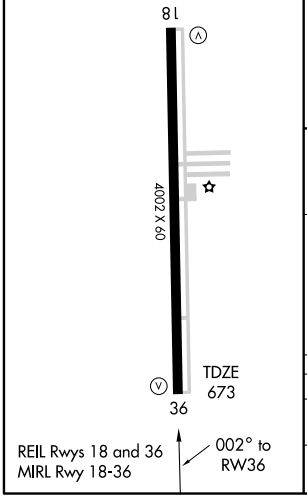
Use Lafayette altimeter setting.

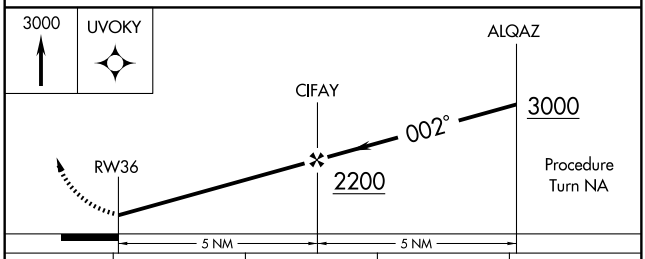
MISSED APPROACH: Climb to 3000 direct UVOKY WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)



ELEV 676





CATEGORY	A	B	C	D
S-36	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	NA
CIRCLING	1240-1	564 (600-1)	1240-1½ 564 (600-1½)	NA

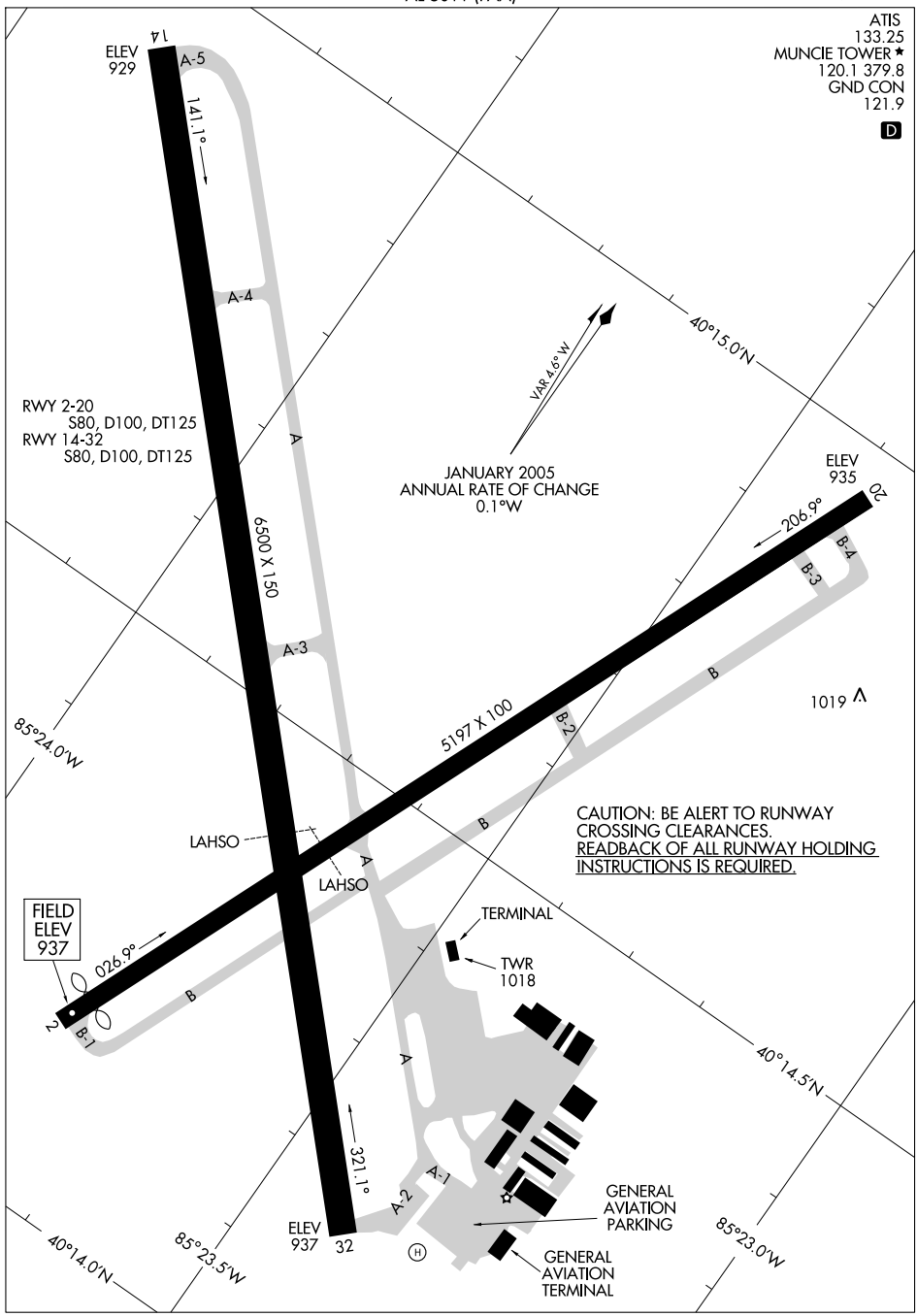
EC-2. 03 JUN 2010 to 01 JUL 2010

10098

AIRPORT DIAGRAM

AL-5011 (FAA)

MUNCIE/ DELAWARE COUNTY RGNL (MIE)
MUNCIE, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-JNK	APP CRS	Rwy Idg	6500
109.1	319°	TDZE	936
		Apt Elev	937

ILS or LOC RWY 32

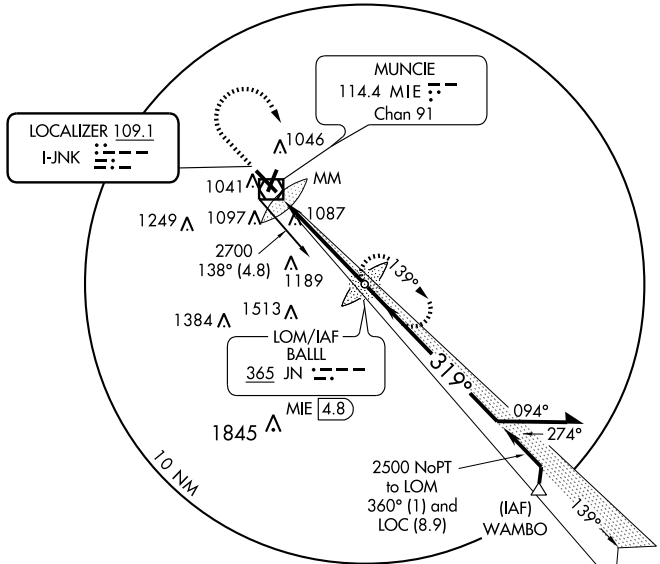
MUNCIE / DELAWARE COUNTY RGNL (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

MALSR

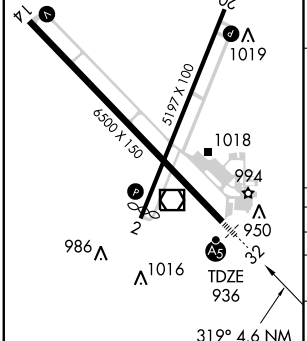
MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95



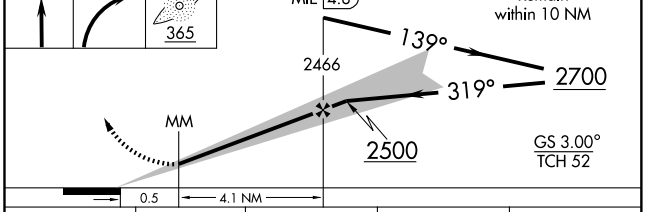
ADF or DME REQUIRED

ELEV 937 D



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	1136-½ 200 (200-½)			
S-LOC 32	1380-½ 444 (500-½)		1380-¾ 444 (500-¾)	1380-1 444 (500-1)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-ILS 32	1257-½ 321 (400-½)			
S-LOC 32	1520-½ 584 (600-½)		1520-1 584 (600-1)	1520-1¼ 584 (600-1¼)
CIRCLING	1580-1 643 (700-1)		1580-1¾ 643 (700-1¾)	1580-2 643 (700-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6500
CH 56401	139°	TDZE	933
W14A		Apt Elev	937

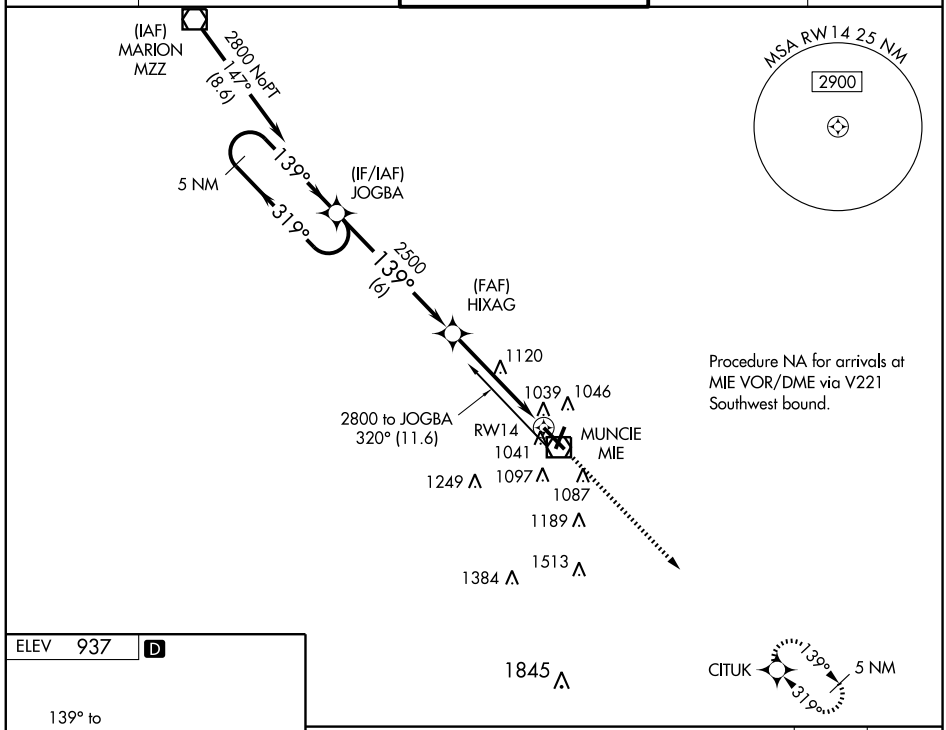
RNAV (GPS) RWY 14

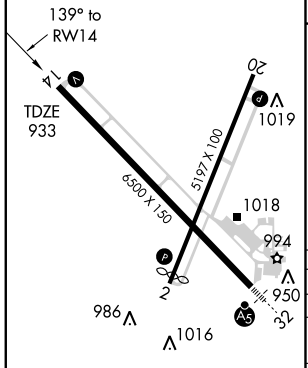
MUNCIE / DELAWARE COUNTY RGNL (MIE)

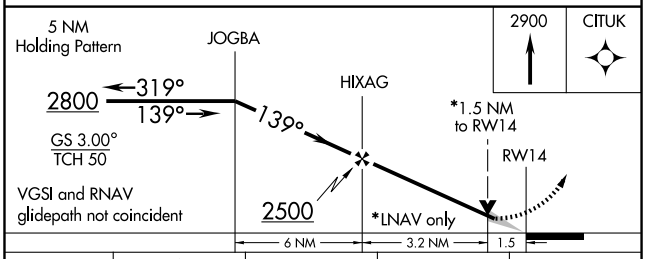
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)(L) 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1254-1 321 (400-1)			
LNAV/VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1460-1¼ 523 (600-1¼)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 (L)
MIRL Rwy 2-20 (L)
REIL Rwys 2, 14 and 20 (L)

EC-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 20

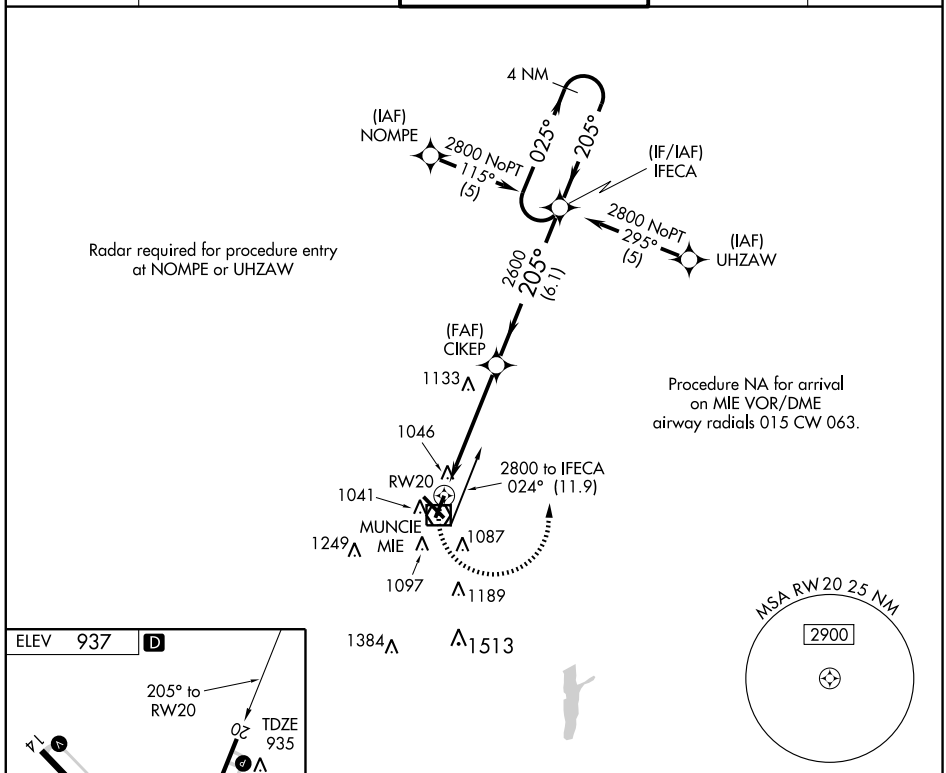
MUNCIE / DELAWARE COUNTY RGNL (MIE)

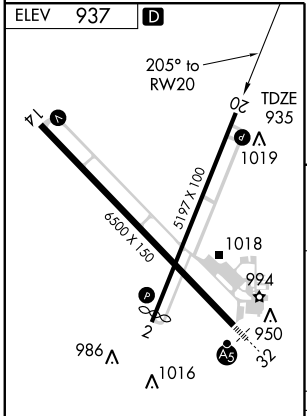
APP CRS	Rwy Idg	4998
205°	TDZE	935
	Apt Elev	937

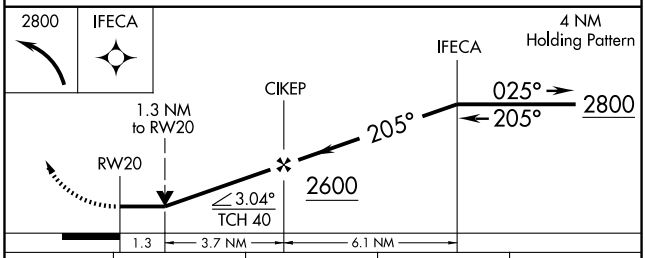
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 direct IFECA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1 (CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1400-1 465 (500-1)		1400-1¼ 465 (500-1¼)	1400-1½ 465 (500-1½)
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6500
CH 72601	319°	TDZE	937
W32A		Apt Elev	937

RNAV (GPS) RWY 32

MUNCIE / DELAWARE COUNTY RGNL (MIE)

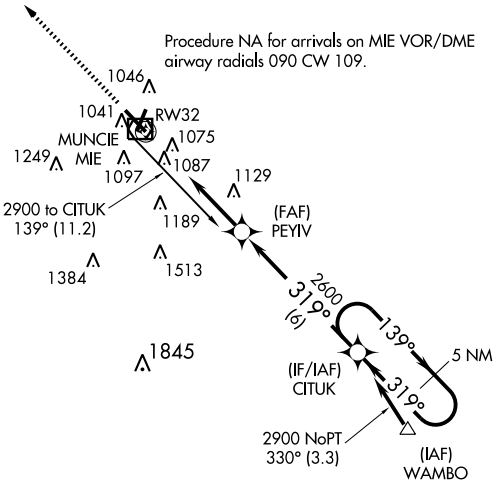
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

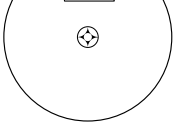
MALSR

MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

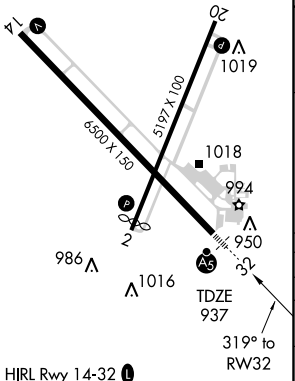
ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95



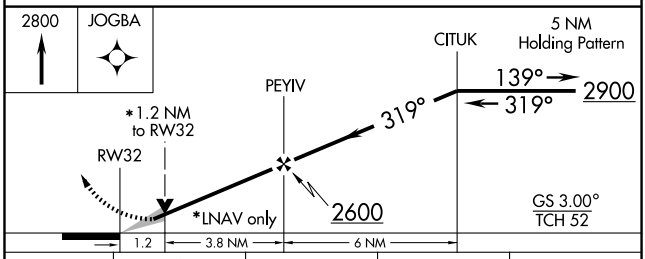




ELEV 937 D



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L



CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

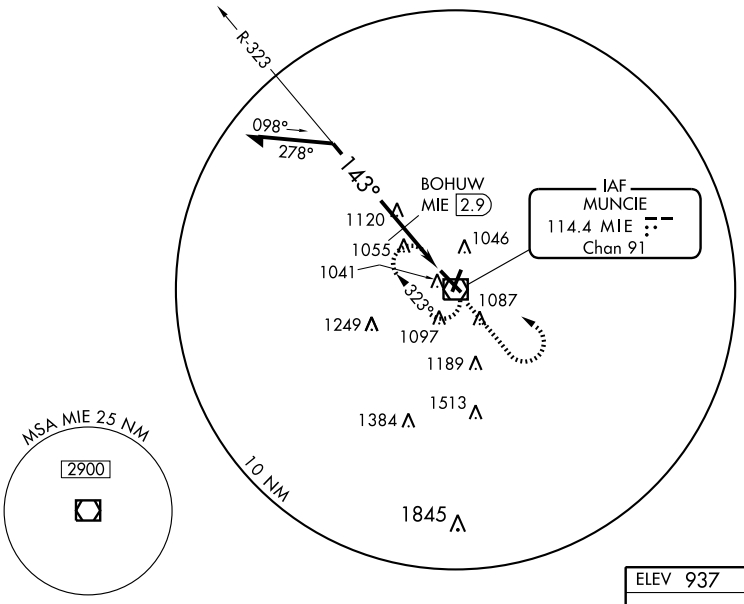
VOR RWY 14

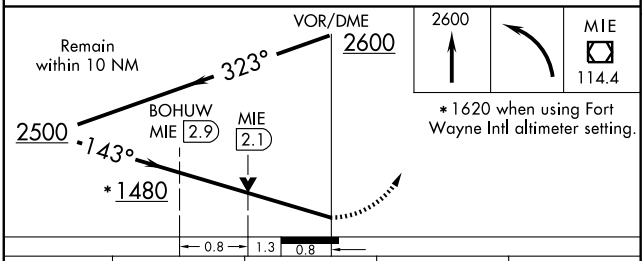
MUNCIE / DELAWARE COUNTY RGNL (MIE)

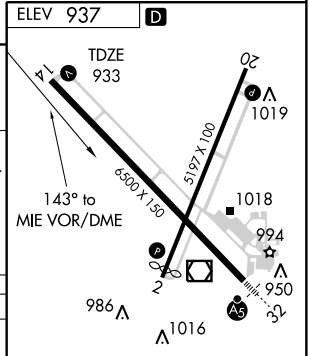
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-14	1480-1	547 (600-1)	1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1	543 (600-1)	1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1	447 (500-1)	1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1	463 (500-1)	1400-1½ 463 (500-1½)	1520-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME MIE	APP CRS	Rwy Idg	4998
114.4	201°	TDZE	935
Chan 91		Apt Elev	937

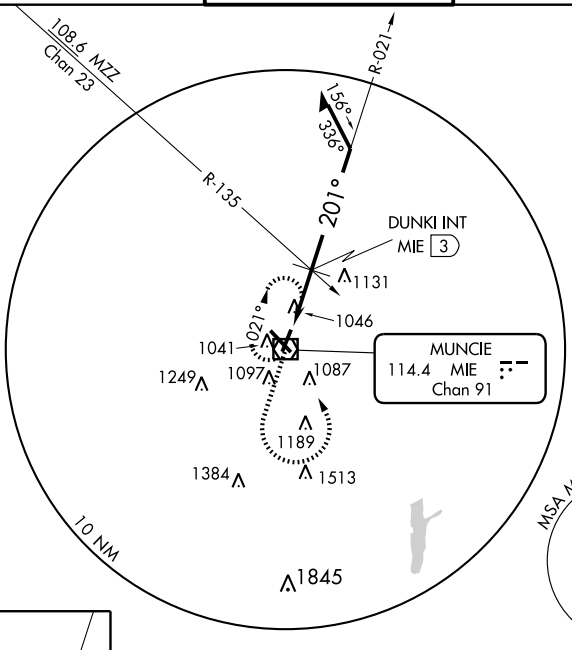
VOR RWY 20

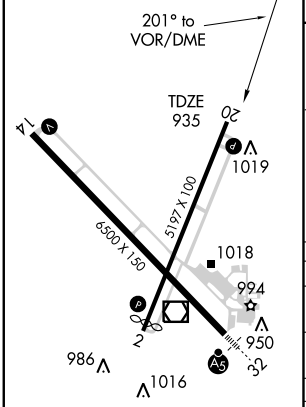
MUNCIE / DELAWARE COUNTY RGNL (MIE)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase S-20 Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. DUNKI FIX MINIMUMS: Increase S-20 Cat C visibility ¼ mile and Cat D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

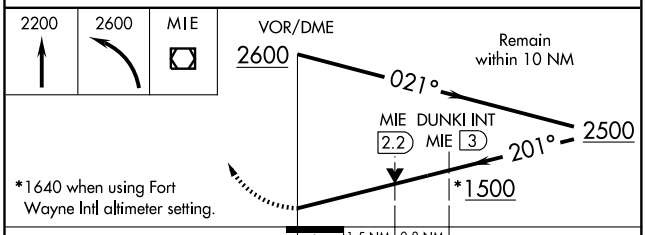
MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95





HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L



CATEGORY	A	B	C	D
S-20	1500-1 565 (600-1)		1500-1½ 565 (600-1½)	1500-1¾ 565 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1500-2 563 (600-2)
DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-20	1440-1 505 (600-1)		1440-1½ 505 (600-1½)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	307°	TDZE	937
Chan 91		Apt Elev	937

VOR RWY 32

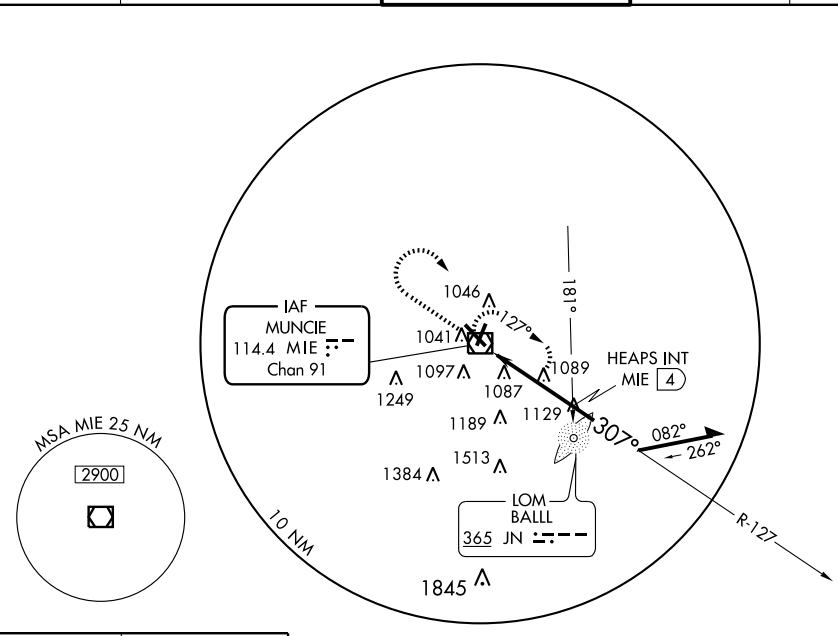
MUNCIE / DELAWARE COUNTY RGNL (MIE)

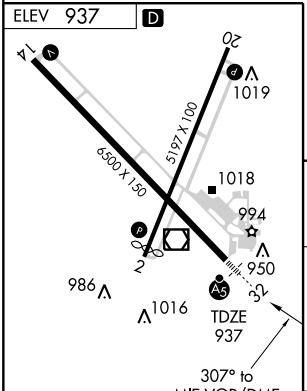
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.

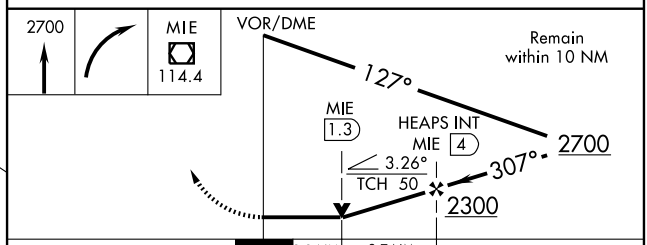
MALSR

MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	1360-¾ 424 (500-¾)		1360-1¼ 424 (500-1¼)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC GSH	APP CRS	Rwy Idg	N/A
113.7	318°	TDZE	N/A
Chan 84		Apt Elev	860

VOR/DME or GPS-A

NAPPANEE MUNI (C03)

NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

1949

MSA GSH 25 NM
3000

GOSHEN
113.7 GSH
Chan 84

R-270 090° 270°

2500 to MILOR
138° (12)

10 NM

975
(MAFDE)

1320

1060
(IAF)
MILOR
GSH 12

318°

093°
273°

IAF
WEBSTER LAKE
110.4 OLK

2500
318° (10)

R-275

2500 NoPT
275°
(9.3)

(IF)
PERCE
GSH 22

R-138

ELEV 860

3675 X 50

9 27

318° 5.6 NM
from FAF

2500	GSH

Remain within 10 NM

MILOR
GSH 12

138°

2500

318°

(MAFDE)
GSH 6.4

2500

5.6 NM

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

MIRL Rwy 9-27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC GSH	APP CRS	Rwy Idg	N/A
113.7	138°	TDZE	N/A
Chan 84		Apt Elev	860

VOR or GPS-B

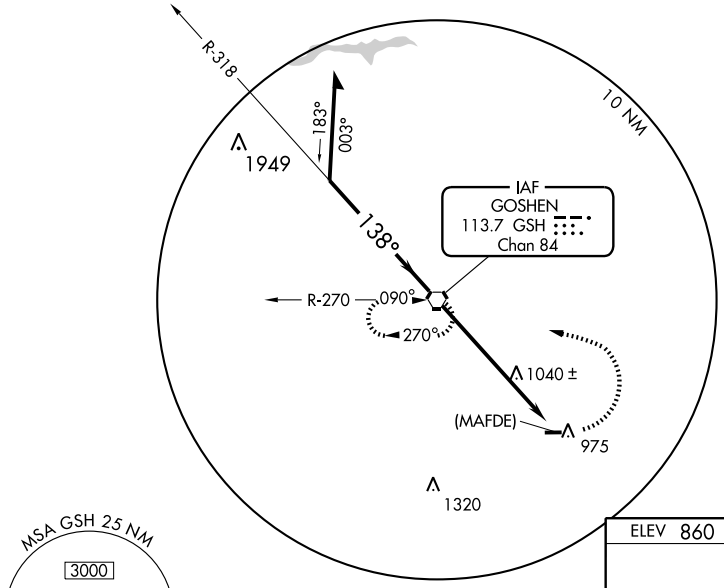
NAPPANEE MUNI (C03)

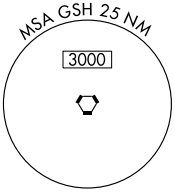
NA

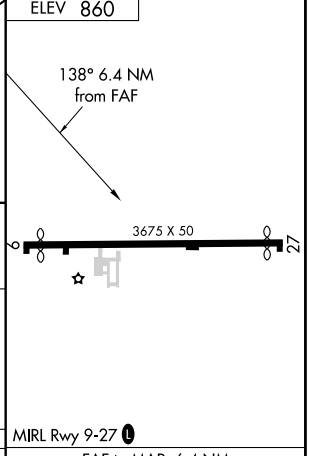
Use South Bend altimeter setting.

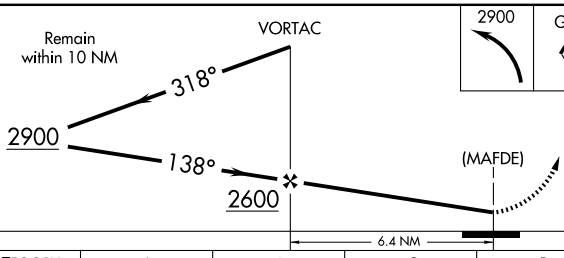
MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★	UNICOM
132.05 257.8	122.8 (CTAF)









MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 03 JUN 2010 to 01 JUL 2010

NDB UWL 385	APP CRS 082°	Rwy Idg 3913 TDZE 1086 Apt Elev 1088

NDB or GPS RWY 9

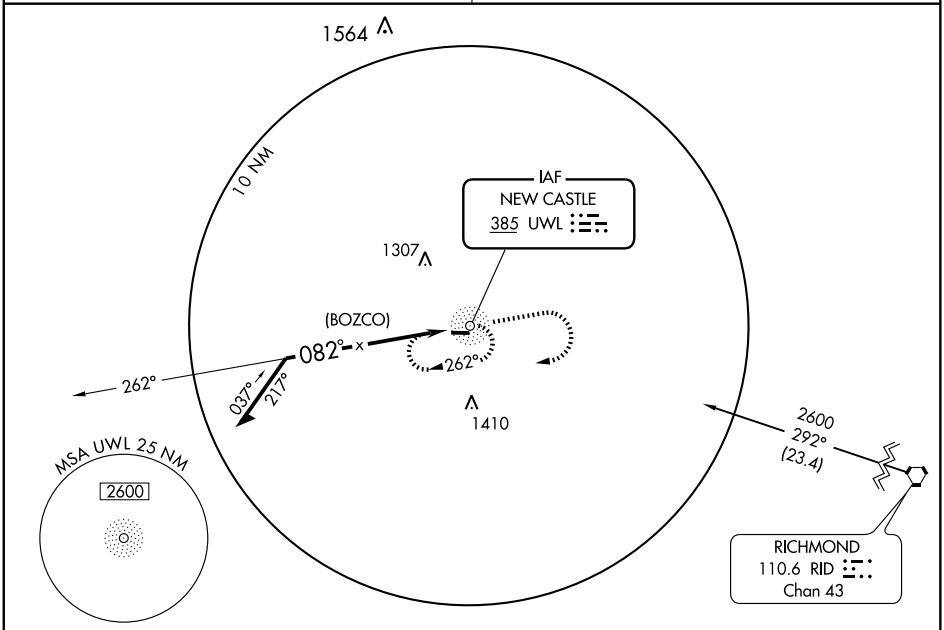
NEW CASTLE-HENRY COUNTY MUNI (UWL)

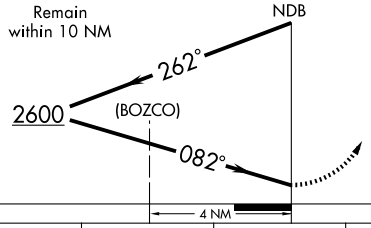
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

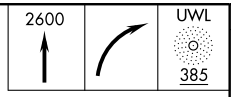
MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.

INDIANAPOLIS APP CON
135.45 317.8

UNICOM
123.05 (CTAF) L

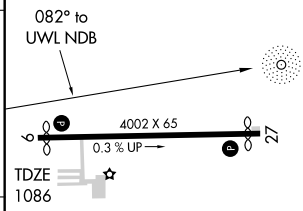






ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1620-1	534 (600-1)	1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1	532 (600-1)	1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1	674 (700-1)	1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB UWL 385	APP CRS 292°	Rwy Idg 3680 TDZE 1087 Apt Elev 1088

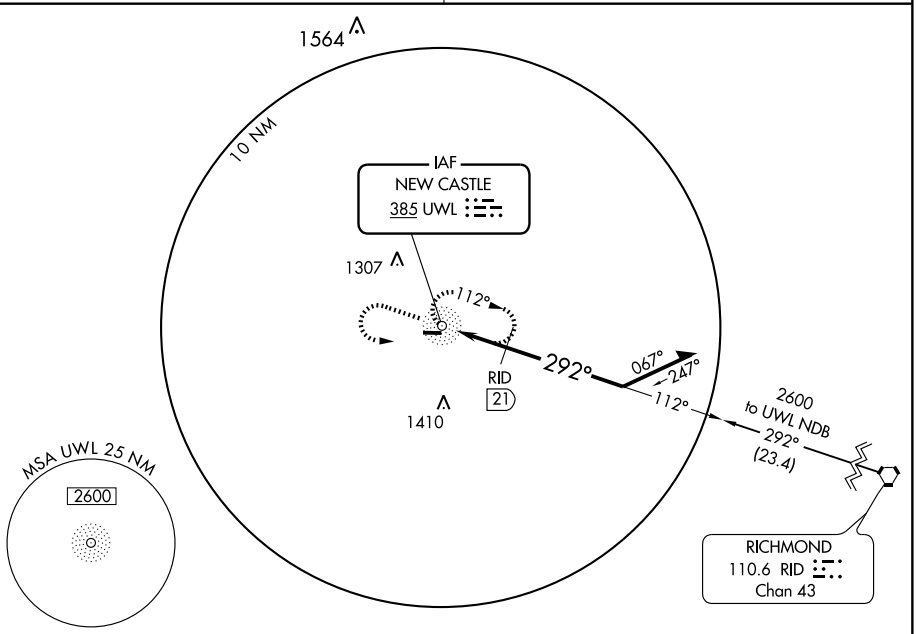
NDB RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

⚠ NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

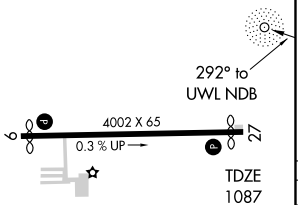
MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON	UNICOM
135.45 317.8	123.05 (CTAF) L



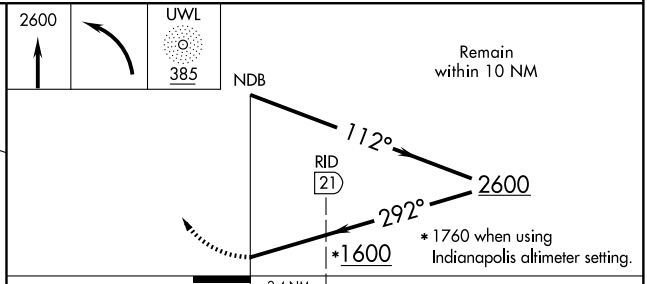
ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1600-1	513 (600-1)	1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1	512 (600-1)	1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1	453 (500-1)	1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1	452 (500-1)	1540-1½ 452 (500-1½)	1640-2 552 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC RID	APP CRS	Rwy Idg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

VOR or GPS RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

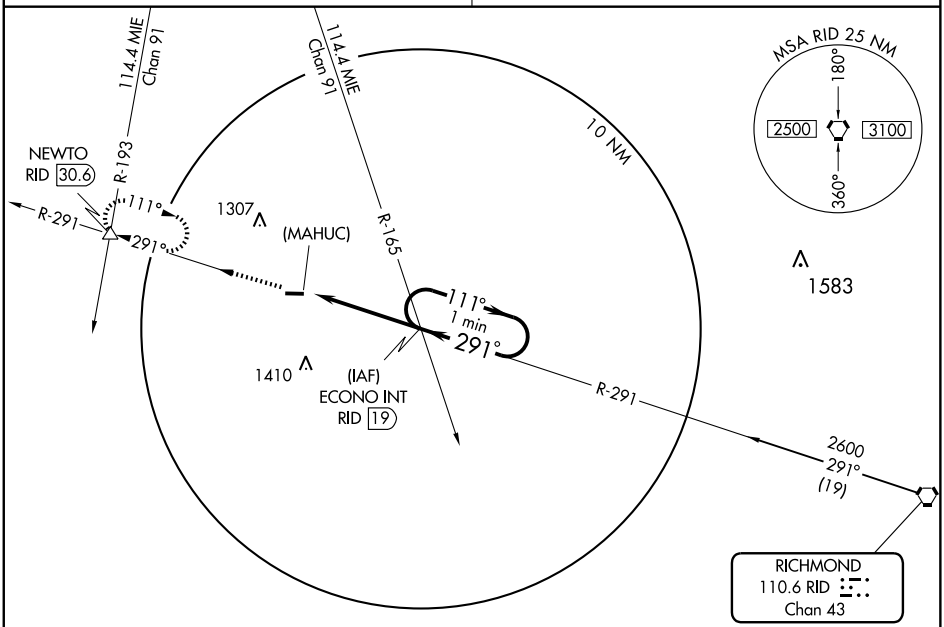
NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON
135.45 317.8

UNICOM
123.05 (CTAF) L



ELEV 1088

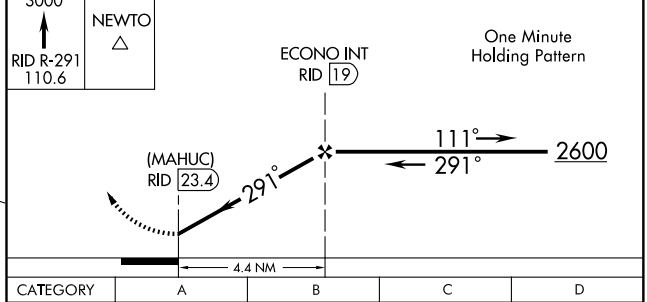
Rwy 9 ldg 3913′
Rwy 27 ldg 3680′

291° 4.4 NM
from FAF



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING				
S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70713 W05A	APP CRS 050°	Rwy Idg 5002 TDZE 757 Apt Elev 757

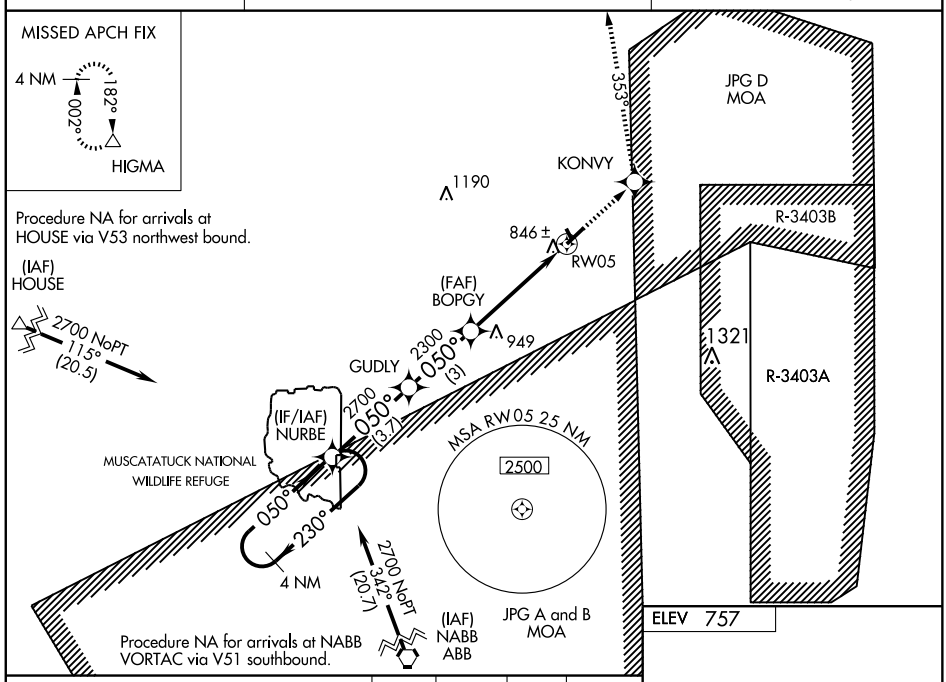
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

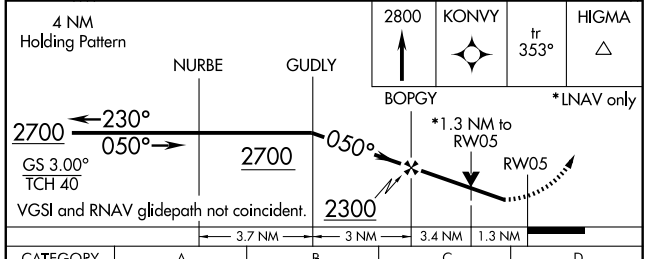
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

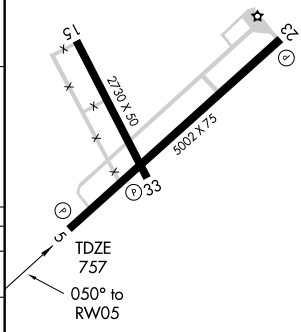
NA

MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1091-1¼ 334 (400-1¼)			NA
LNAV/VNAV DA	1116-1¼ 359 (400-1¼)			NA
LNAV MDA	1200-1 443 (500-1)		1200-1¼ 443 (500-1¼)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 L

EC-2. 03 JUN 2010 to 01 JUL 2010

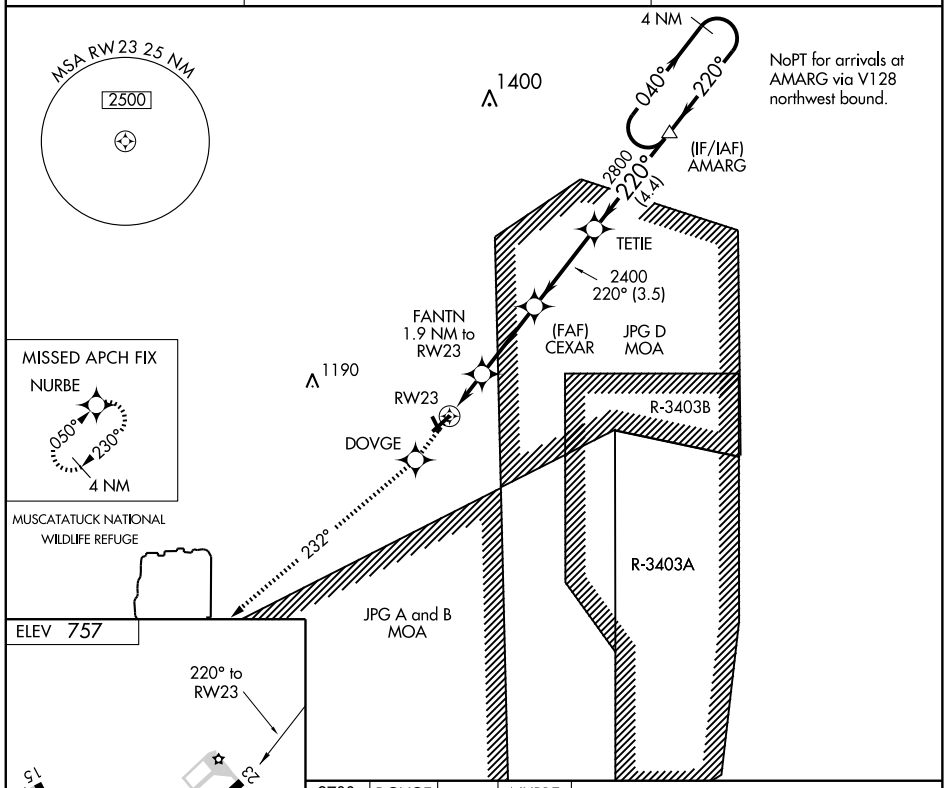
APP CRS		
220°	Rwy Idg	5002
	TDZE	755
	Apt Elev	757

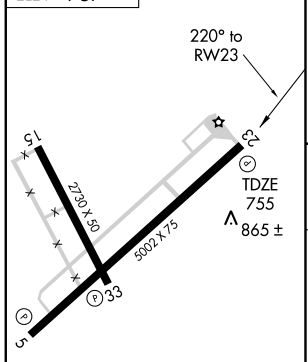
RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

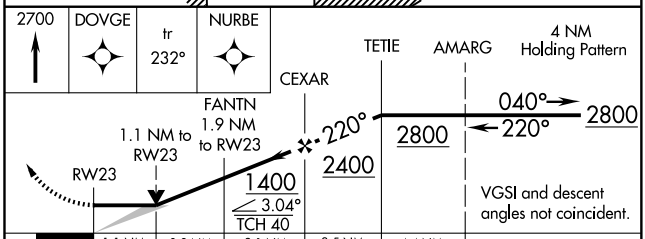
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 L

EC-2, 03 JUN 2010 to 01 JUL 2010

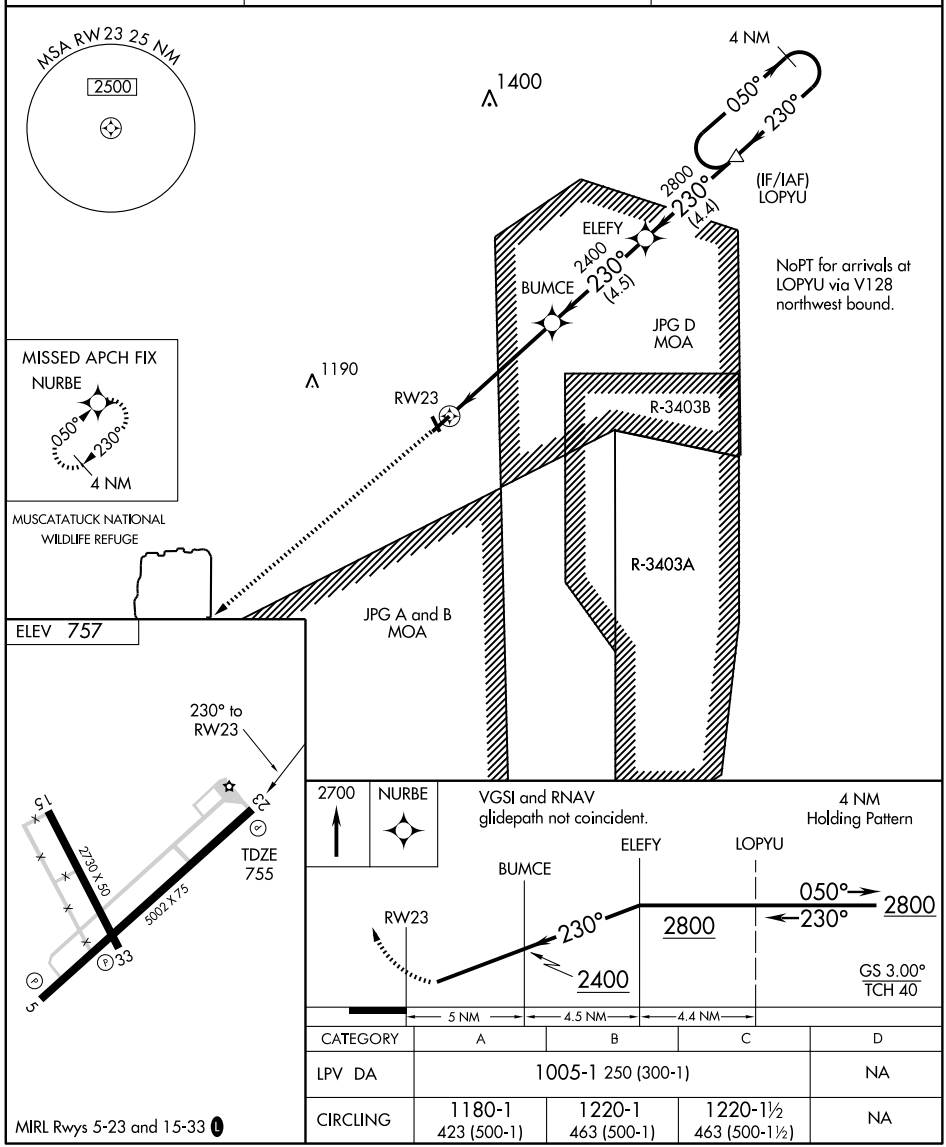
WAAS	APP CRS	Rwy Idg	5002
CH 63113	230°	TDZE	755
W23A		Apt Elev	757

RNAV (GPS) Z RWY 23
NORTH VERNON (OVO)

T
NA DME/DME RNP-0.3 NA. Circling requires descent on GP to MDA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet, increase LPV all Cats and Circling Cat A/B visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct NURBE and hold.

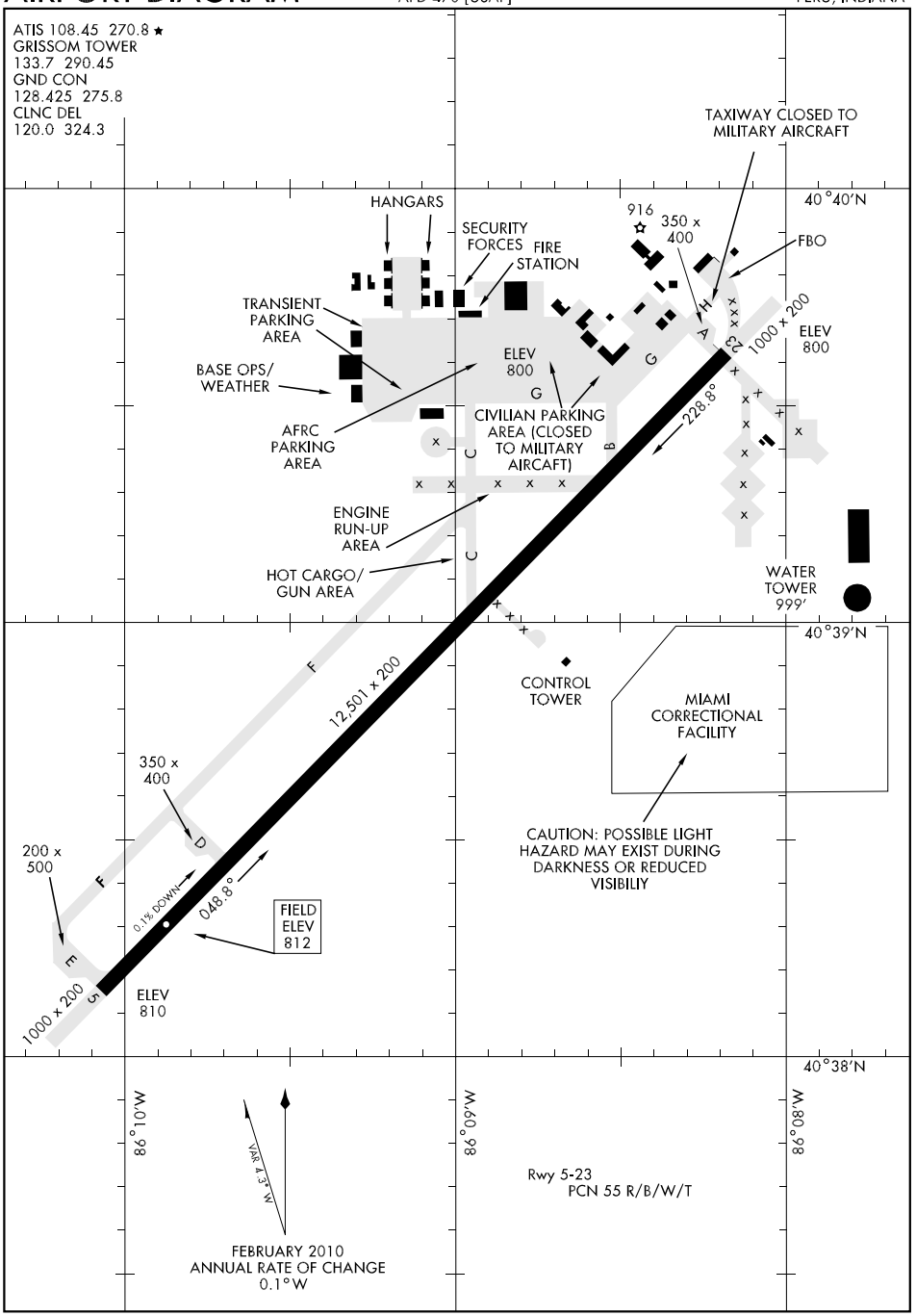
AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1005-1 250 (300-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwys 5-23 and 15-33 L

EC-2. 03 JUN 2010 to 01 JUL 2010



EC-2, 03 JUN 2010 to 01 JUL 2010

ILS or LOC/DME RWY 5

LOC I-GUS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	046°	12,501 / 812 / 812

AL-470 [USAF]

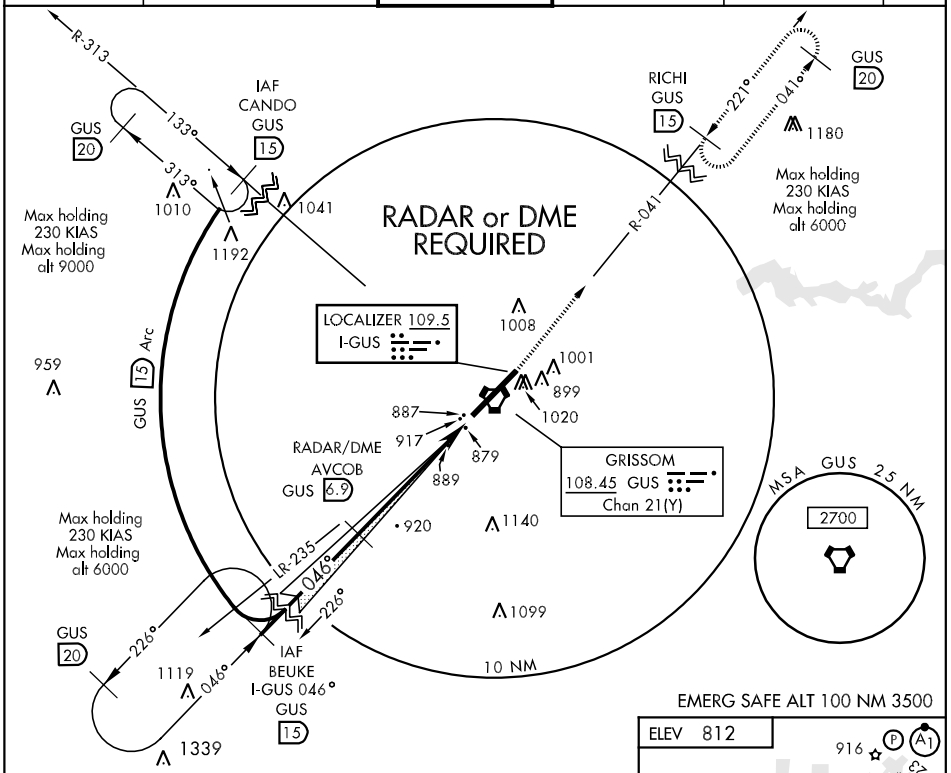
GRISSOM ARB (KGUS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

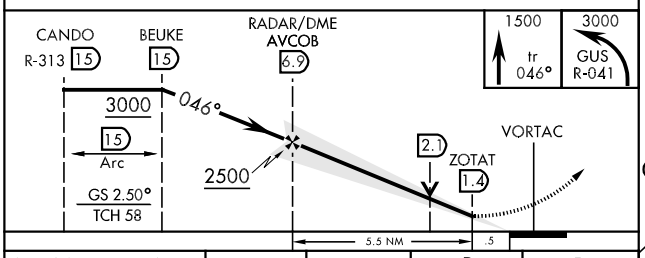
ALSF-1

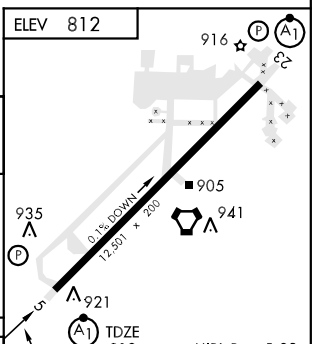
MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

PERU, INDIANA

ILS or LOC/DME RWY 23

LOC I-RSM	APCH CRS	Rwy ldg 12,501 TDZE 800 Arpt Elev 812
109.5	226°	

AL-470 [USAF]

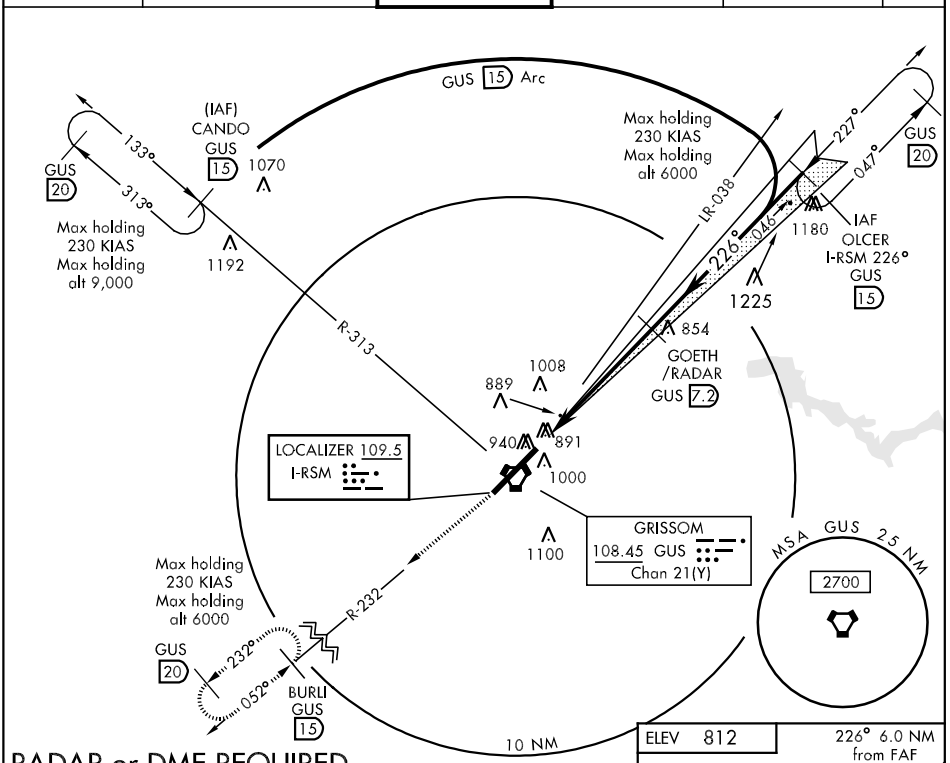
GRISSOM ARB (KGUS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

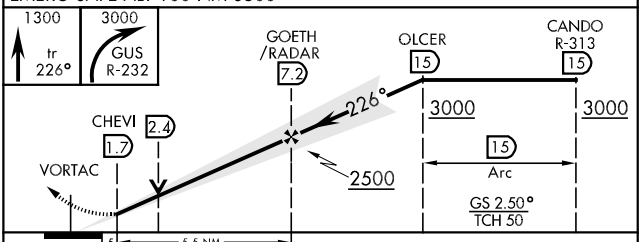
MISSED APPROACH: Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

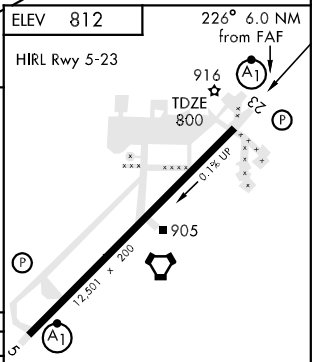
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 23*	1000/24		200 (200-½)		
S-LOC 23**	1180/24 380 (400-½)		1180/40 380 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

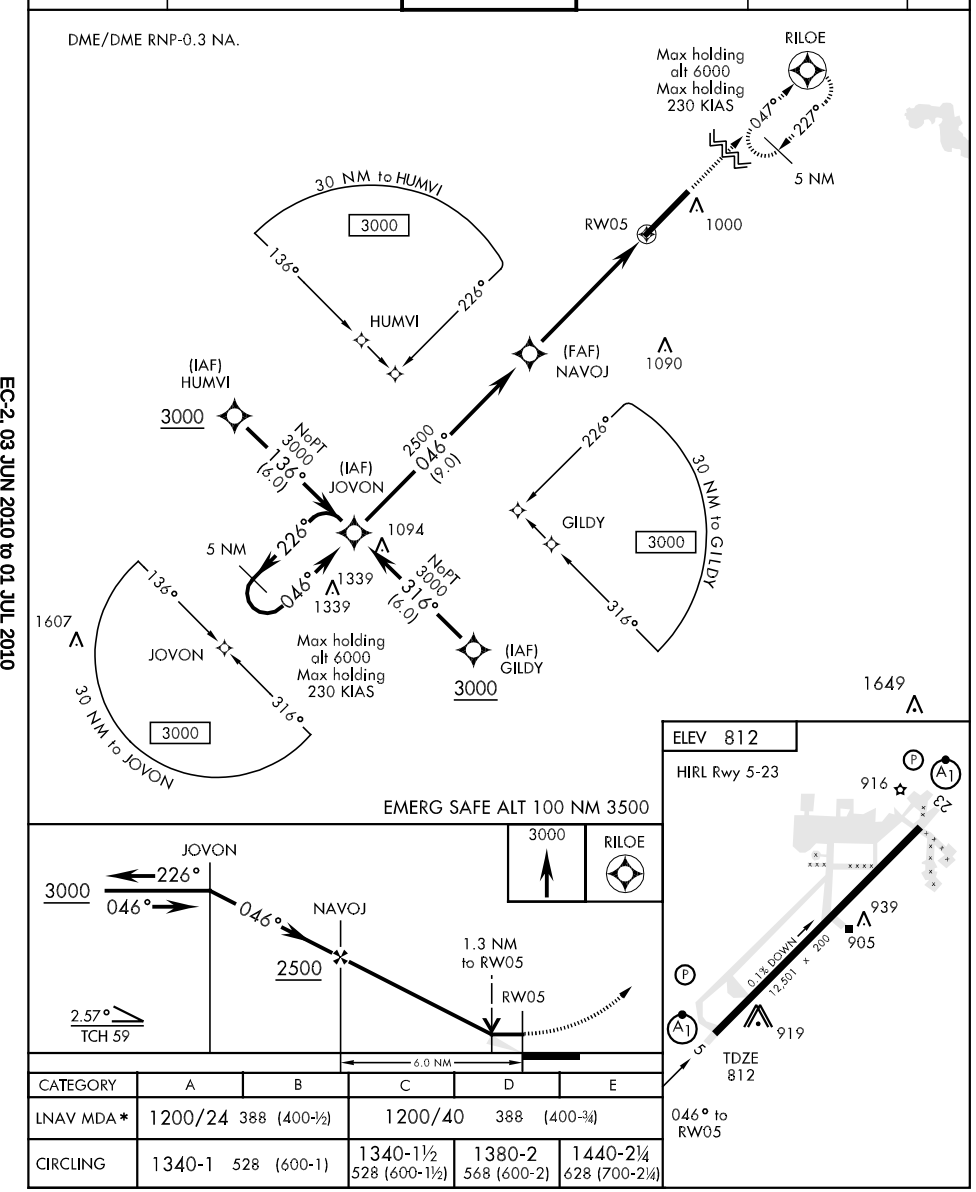
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 388 (400-½)		1200/40 388 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

EC-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

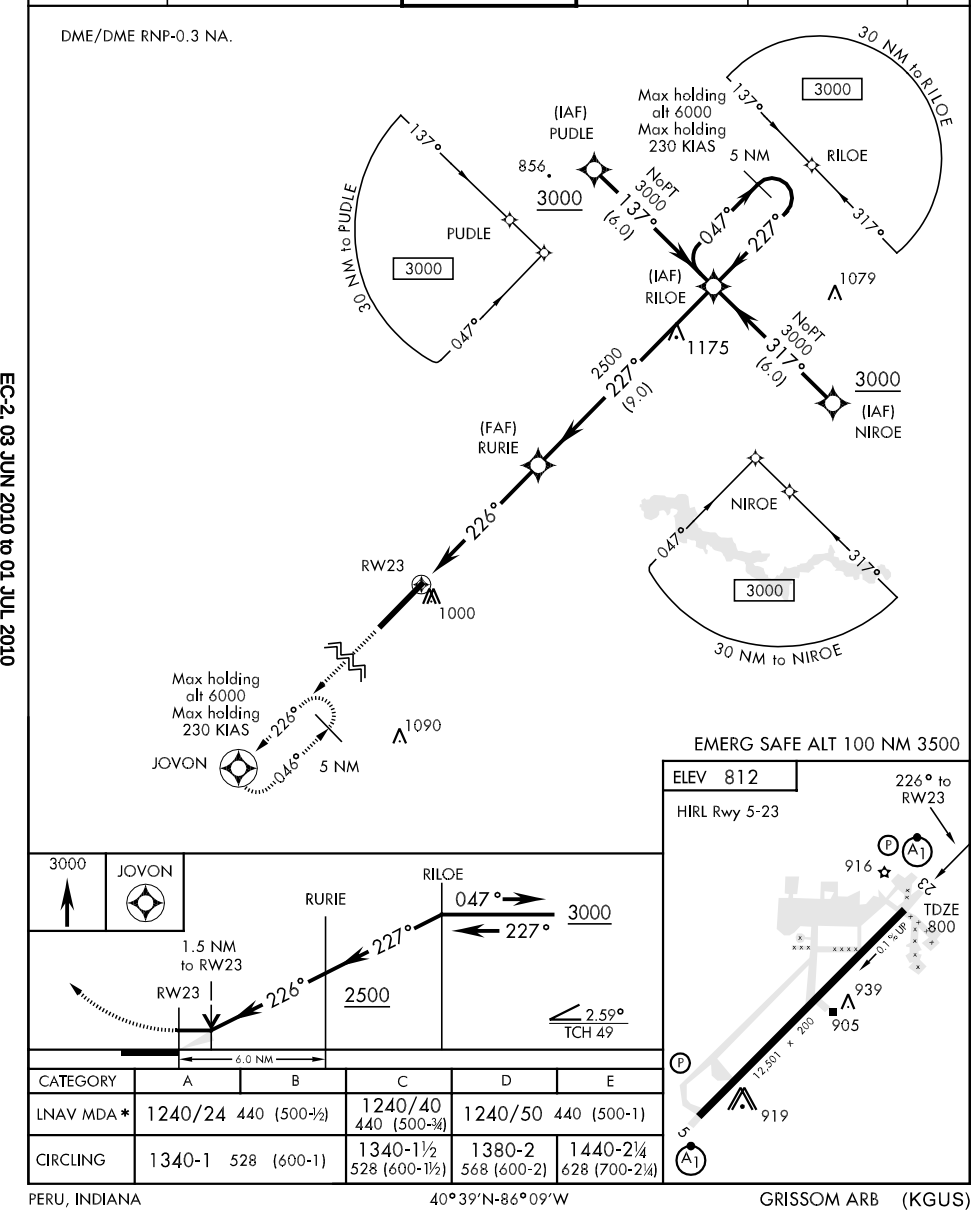
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct JOVON and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

TACAN or VOR RWY 5

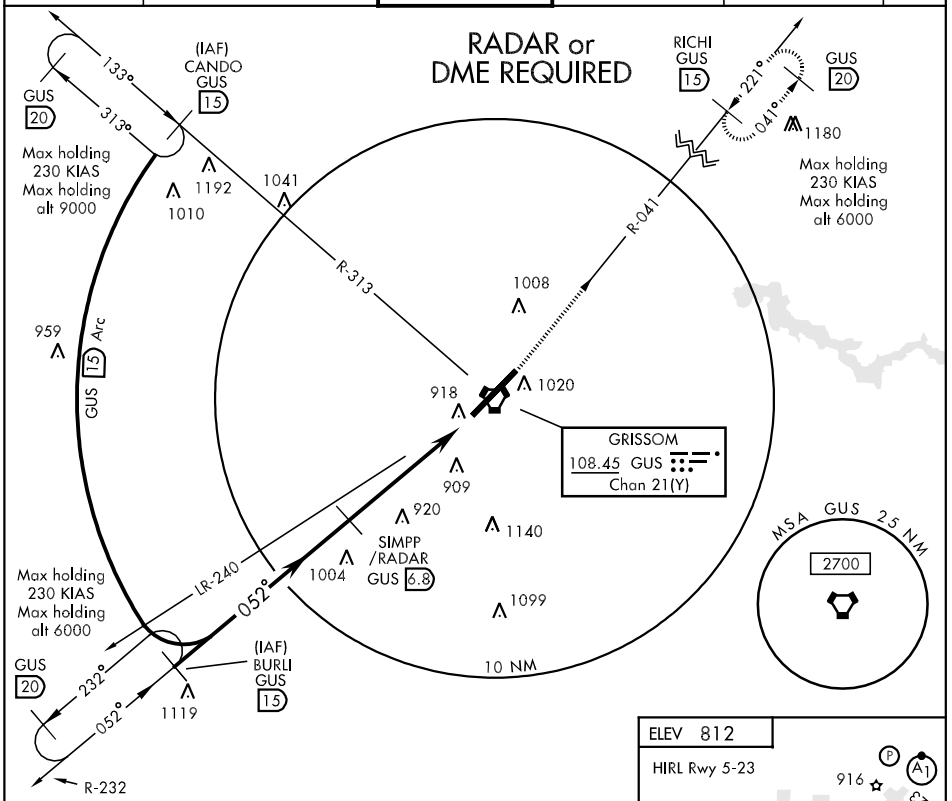
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy ldg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

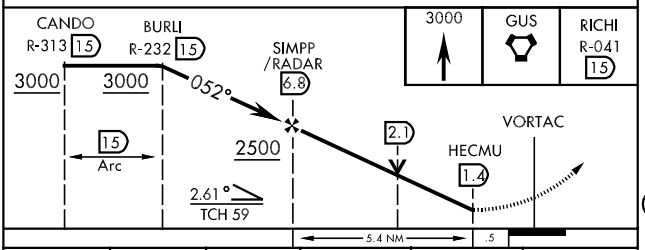
ALSF-1

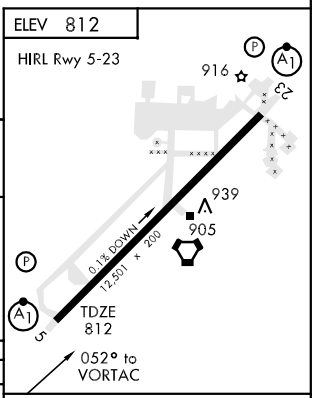
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-TAC/ VOR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 03 JUN 2010 to 01 JUL 2010

TACAN or VOR RWY 23

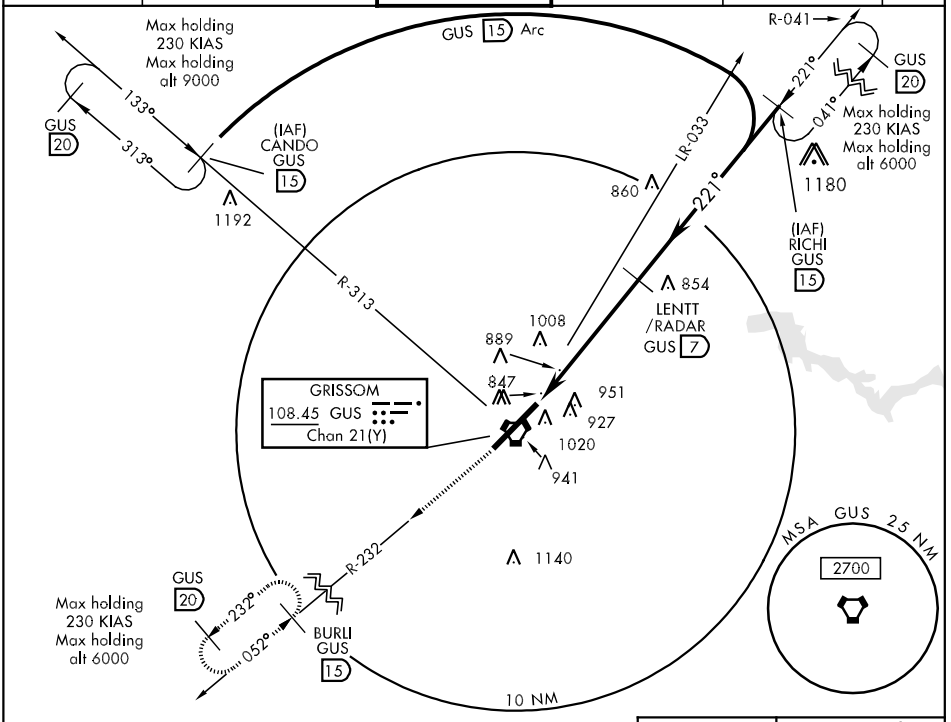
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

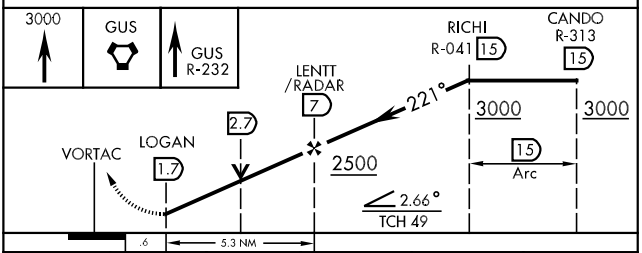
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURLI and hold.

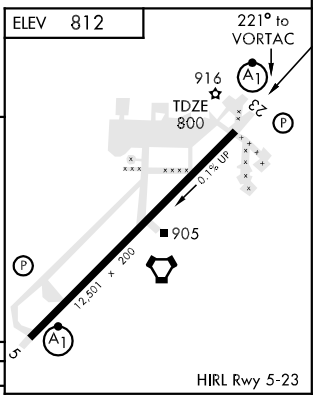
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR Z RWY 5

VORTAC GUS	APCH CRS	Rwy ldg 12,501
108.45	052°	TDZE 812
Chan 21(Y)		Arpt Elev 812

AL-470 [USAF]

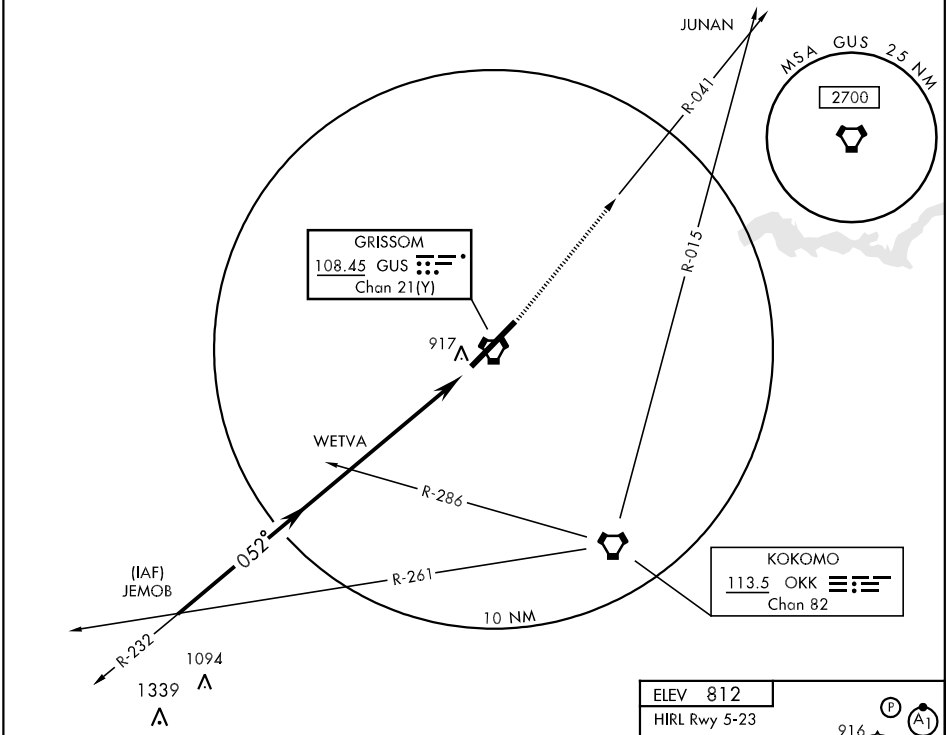
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

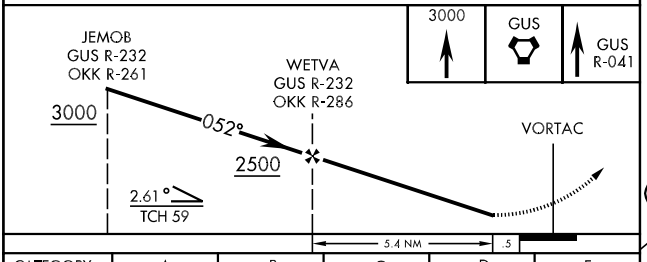
ALSF-1

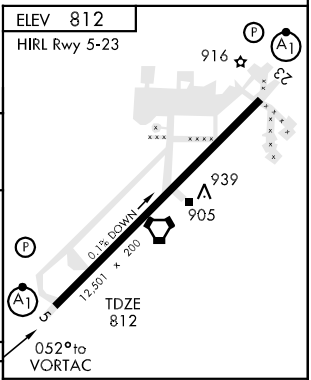
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-5 *	1180/24	368 (400-½)	1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

PERU, INDIANA

VOR Z RWY 23

VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812

AL-470 [USAF]

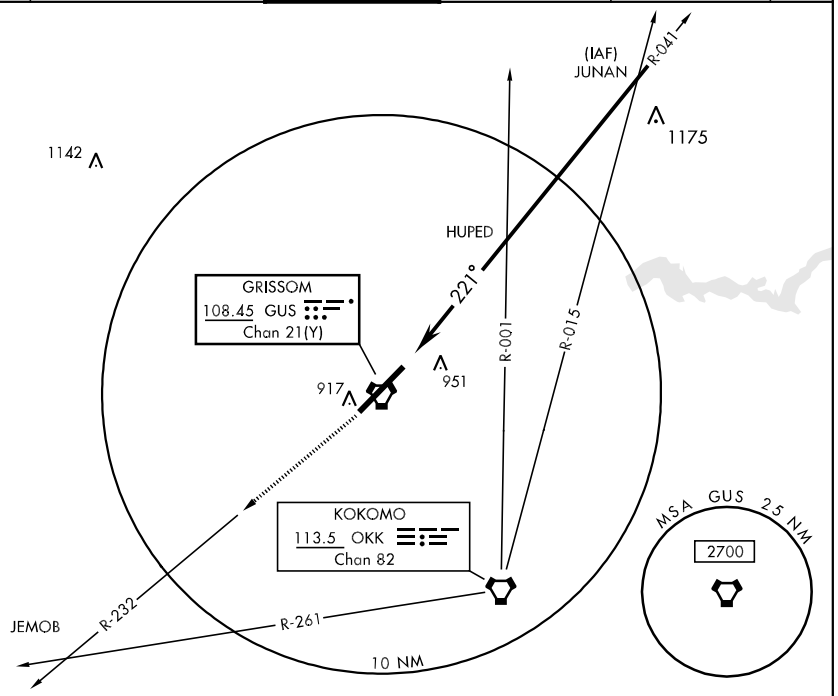
GRISSOM ARB (KGUS)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

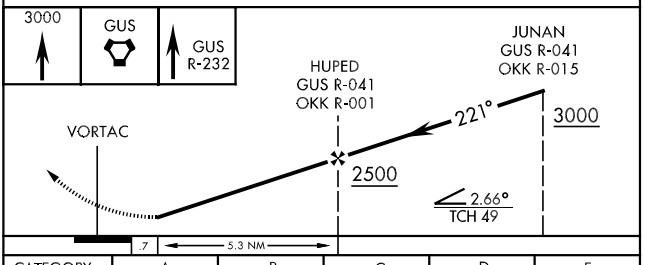
ALSF-1

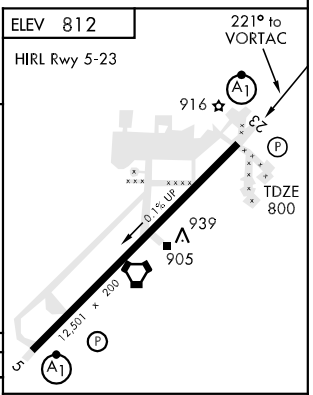
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4400
009°	TDZE	777
	Apt Elev	779

RNAV (GPS) RWY 1

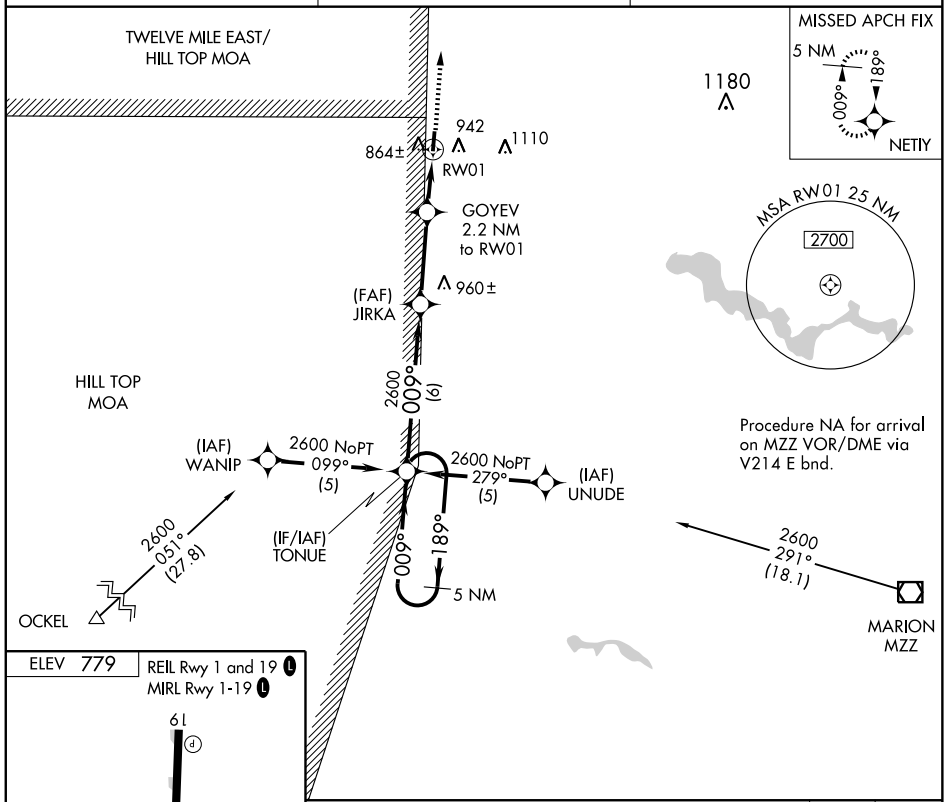
PERU MUNI (I76)

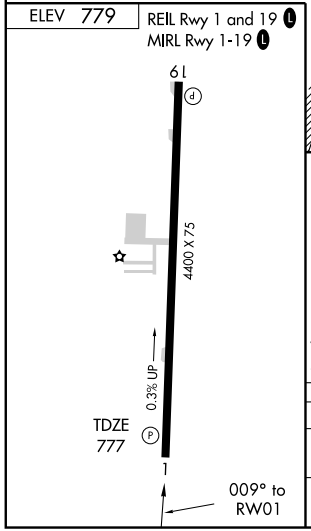
DME/DME RNP-0.3 NA.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

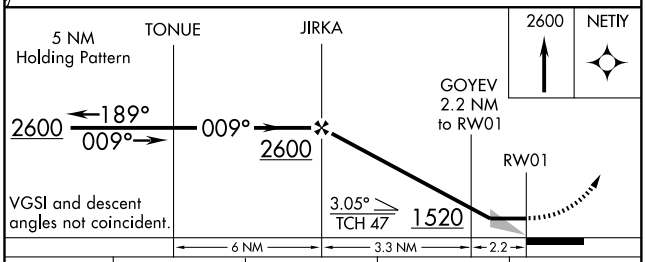
NA

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4400
189°	TDZE	779
	Apt Elev	779

RNAV (GPS) RWY 19

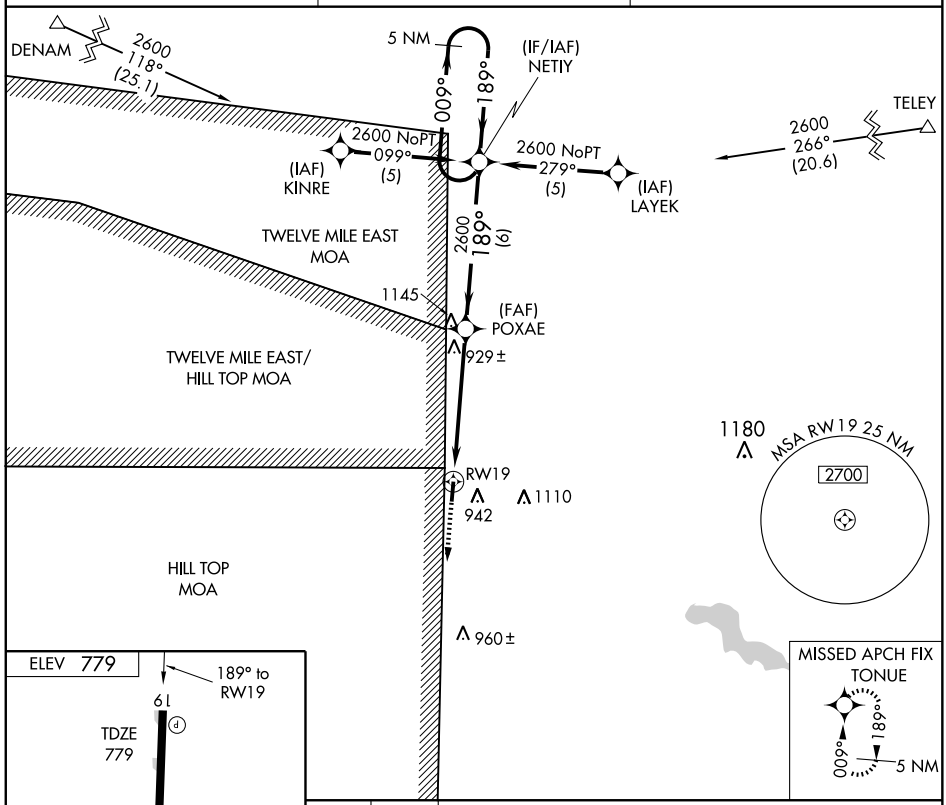
PERU MUNI (I76)

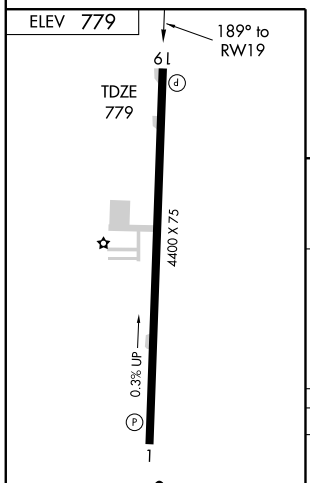
DME/DME RNP-0.3 NA. Procedure NA at night.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

NA

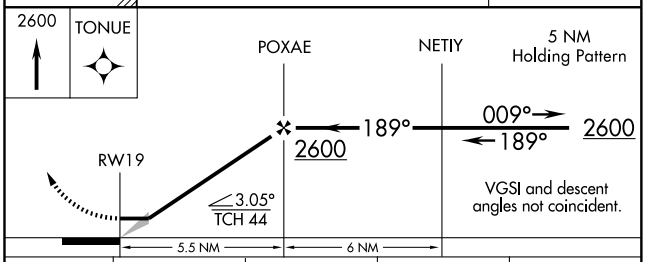
MISSED APPROACH: Climb to 2600 direct TONUE and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	461 (500-1)	1240-1¼ 461 (500-1¼)	1240-1½ 461 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC OKK	APP CRS	Rwy Idg	4400
113.5	345°	TDZE	777
Chan 82		Apt Elev	779

VOR RWY 1

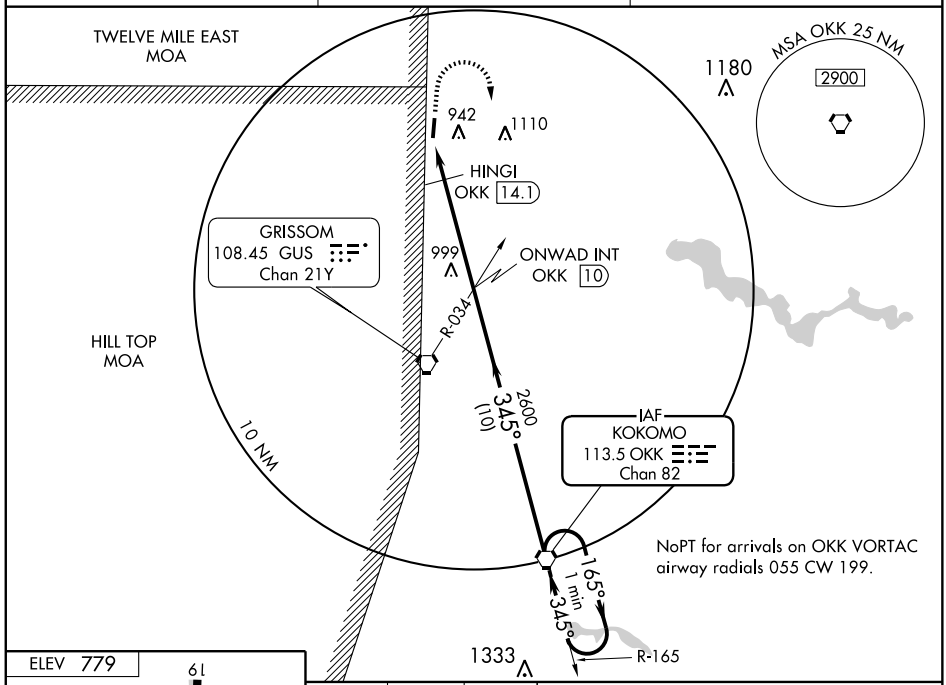
PERU MUNI (I76)

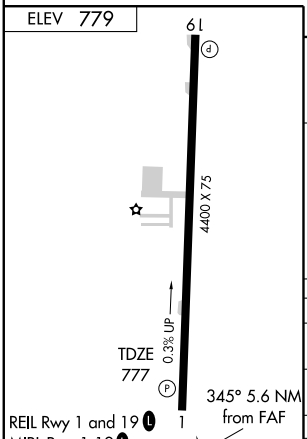
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

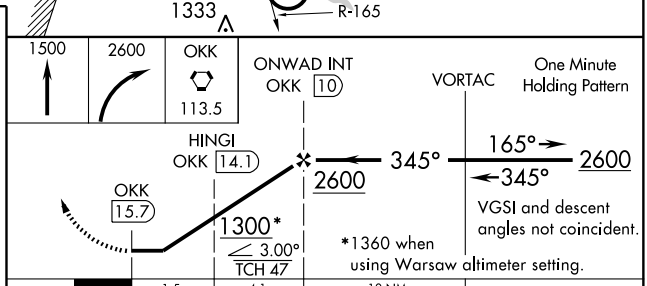
KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-1	1300-1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1 463 (500-1)		1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME OXI	APP CRS	Rwy Idg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 10

PLYMOUTH MUNI (C65)

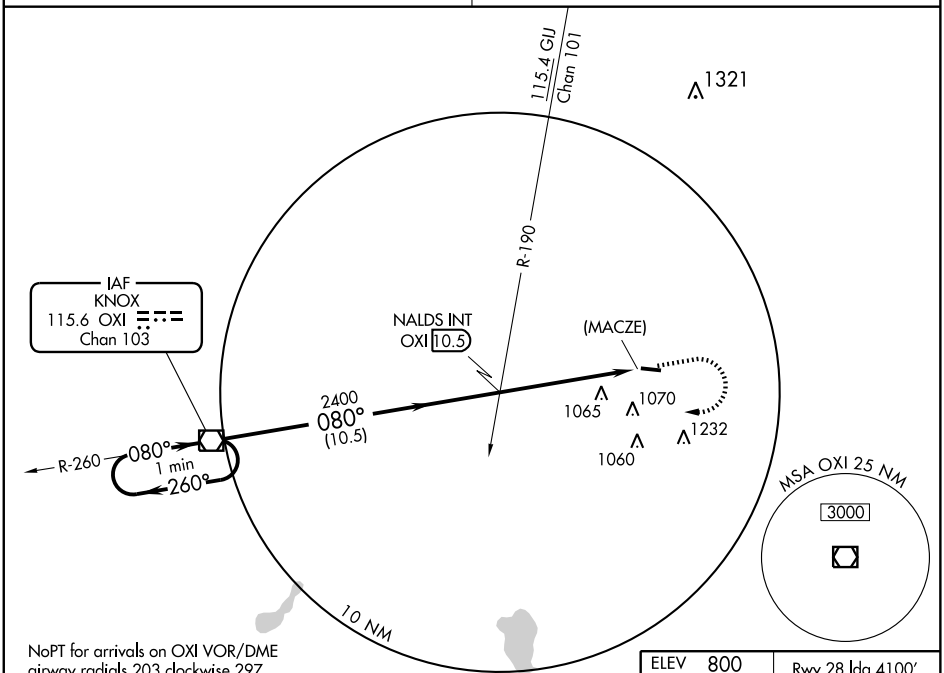
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

NA

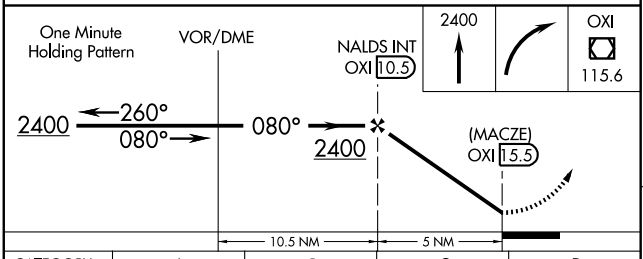
MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

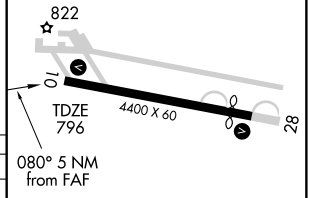


NoPT for arrivals on OXI VOR/DME airway radials 203 clockwise 297.



CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

ELEV 800 Rwy 28 ldg 4100′



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME OXI	APP CRS	Rwy Idg	4100
115.6	261°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 28

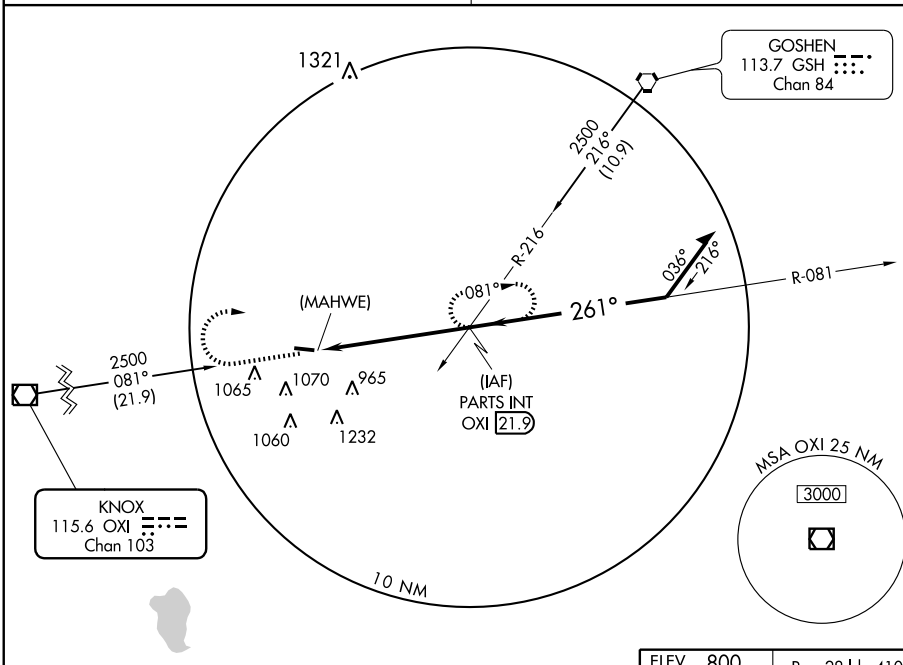
PLYMOUTH MUNI (C65)

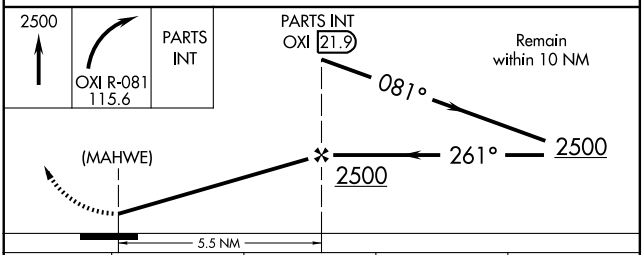
NA — Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

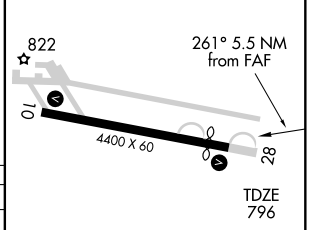
MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

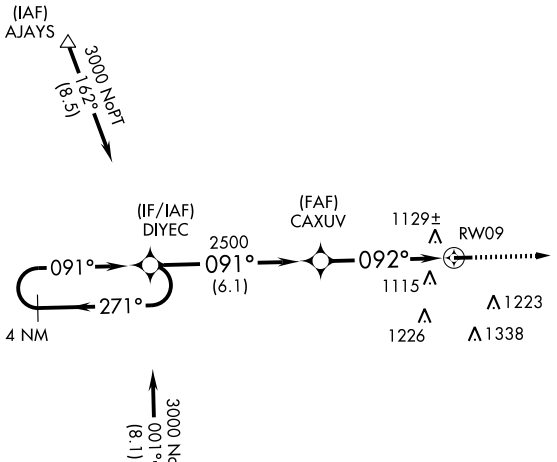
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

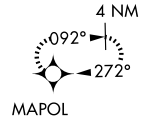
NA

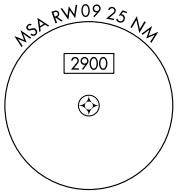
MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

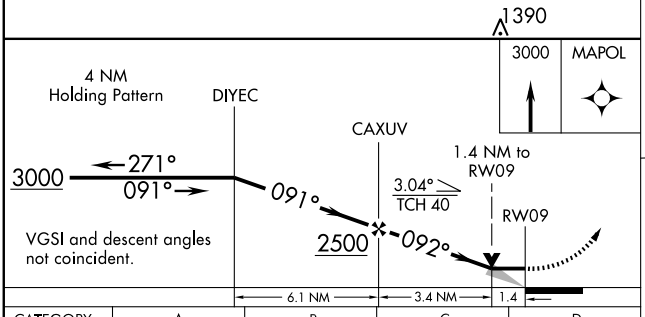
Procedure NA for arrivals at AJAYS via V221 northbound.



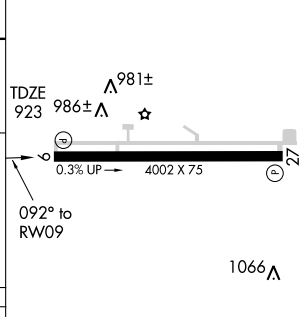




Procedure NA for arrivals at FAXIG via V14 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1400-1	477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4002
272°	TDZE	926
	Apt Elev	926

RNAV (GPS) RWY 27
PORTLAND MUNI (PLD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.67	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L

MISSED APCH FIX
DIYEC
091°
271°
4 NM

Procedure NA for arrivals at NADIR via V14 northeast bound.

(IAF) NADIR
3000 NoPT
226°
(12.2)

(IF/IAF) MAPOL
4 NM
092°
272°
2500
272°
(6.1)

RW27
1169±
1115
1226
1223
1338
(FAF) DANCR

3000 NoPT
335°
(5)
(IAF) HIGLA

Procedure NA for arrivals at HIGLA via V55 southeast bound.

MSA RW27 25 NM
2900

1483

ELEV 926

981±
986±
272° to RW27
27
0.3% UP
4002 X 75
TDZE 926

1066

3000
DIYEC

4 NM Holding Pattern
MAPOL
092°
272°
3000
DANCR
1.5 NM to RW27
RW27
272°
3.04°
TCH 40
2500
VGSI and descent angles not coincident.

1.5 | 3.3 NM | 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	494 (500-1)	1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1	514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4001
172°	TDZE	698
	Apt Elev	698

GPS RWY 18

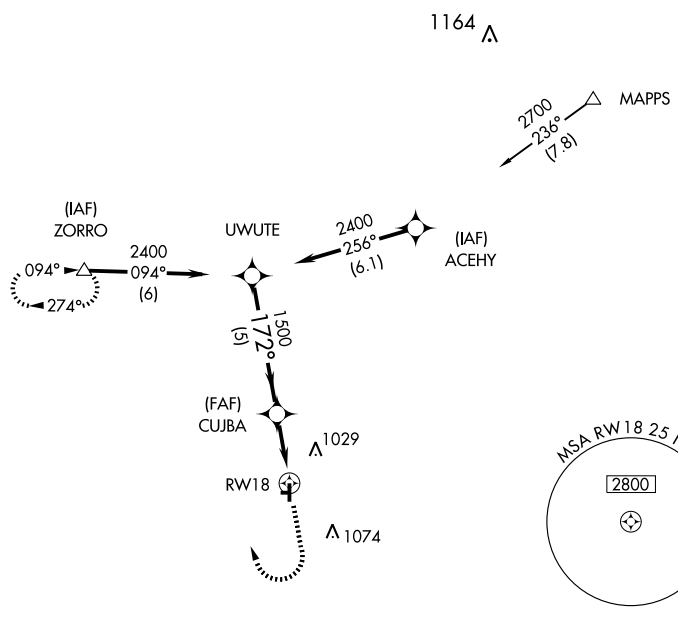
RENSSELAER/ JASPER COUNTY (RZL)

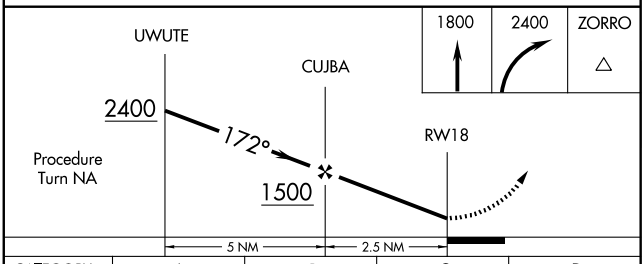
When local altimeter setting not received, use Lafayette, IN altimeter setting.

NA

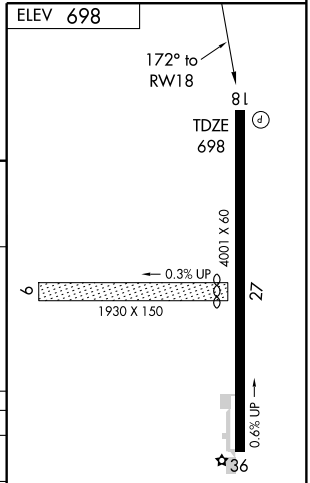
MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1440-1¼ 742 (800-1¼)	1440-2 ¼ 742 (800-2¼)	NA



MIRL Rwy 18-36 L

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB RZL 362	APP CRS 187°	Rwy Idg 4001 TDZE 685 Apt Elev 698

NDB RWY 18

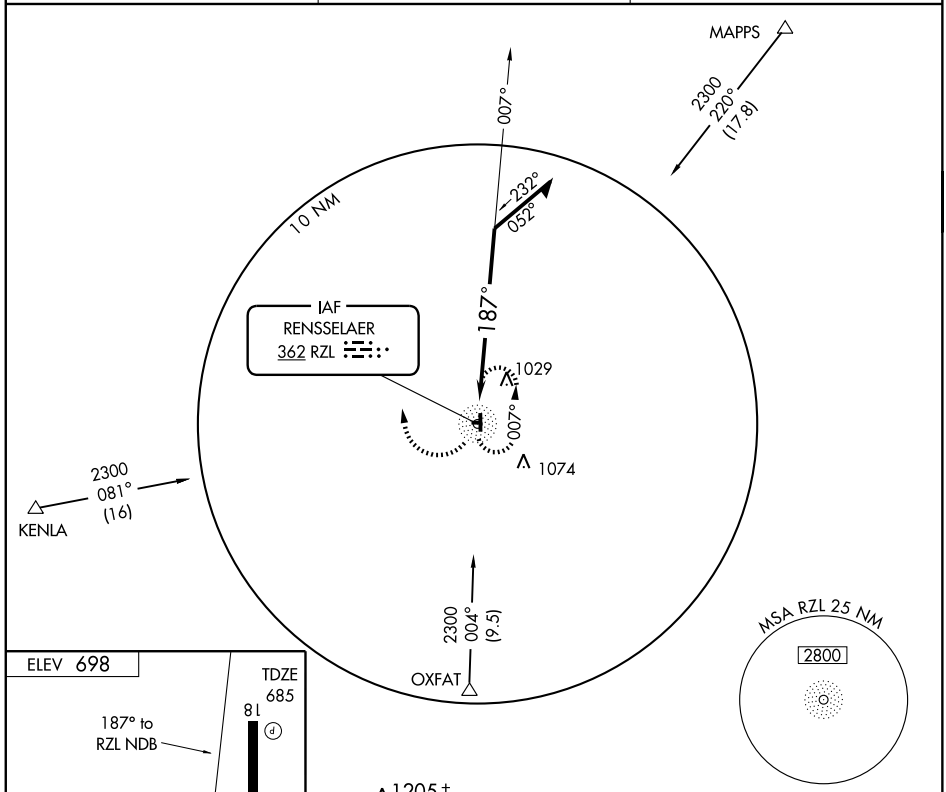
RENSSELAER/JASPER COUNTY (RZL)

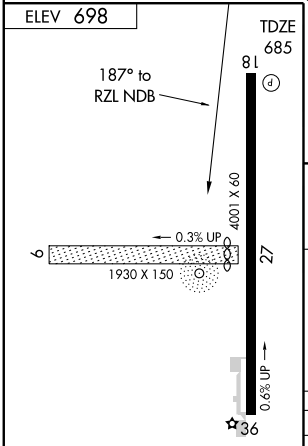
NA

Use Lafayette, IN altimeter setting.

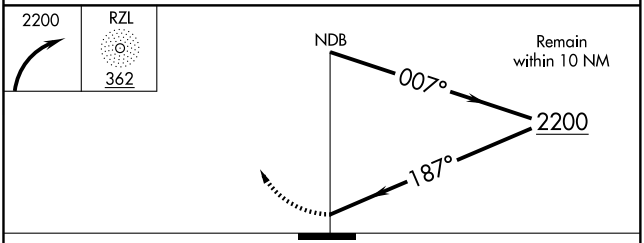
MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF) L





1205 ±



CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1520-2½ 835 (900-2½)	NA

MIRL Rwy 18-36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-RID	APP CRS		
111.35	238°	Rwy Idg	5500
		TDZE	1139
		Apt Elev	1140

ILS or LOC RWY 24

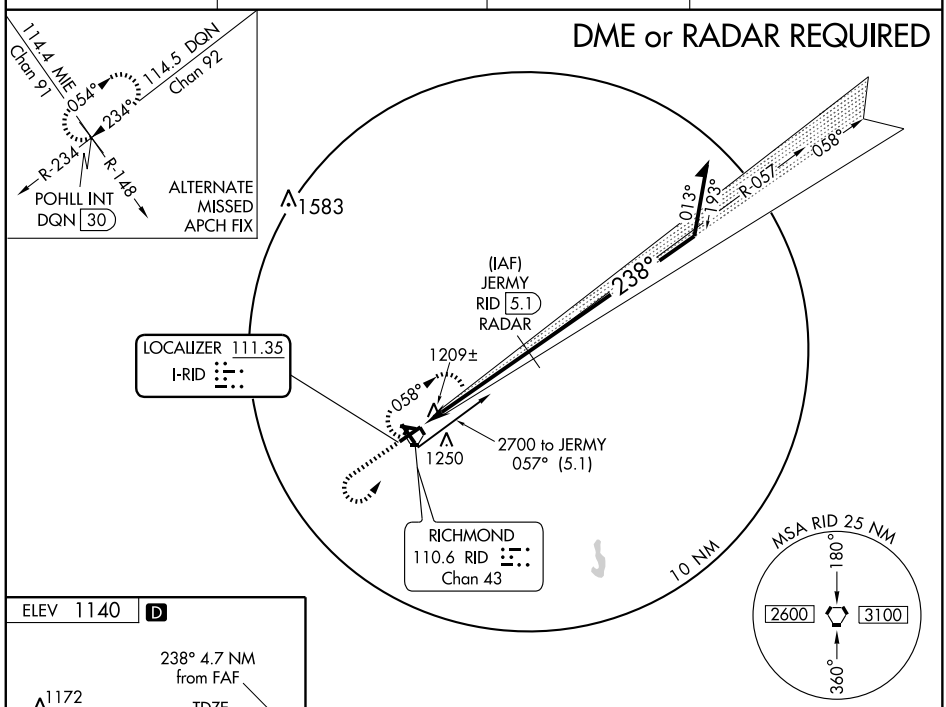
RICHMOND MUNI (RID)

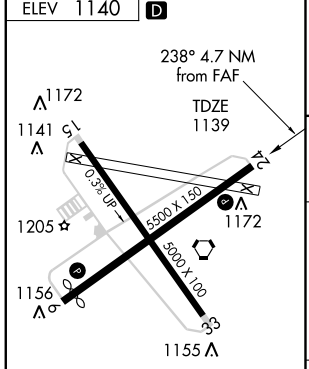
T
A NA

DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

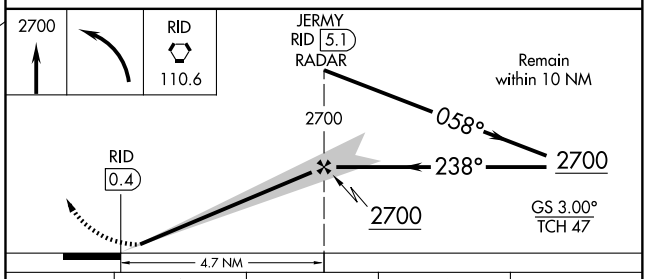
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 24	1339-¾ 200 (200-¾)			
S-LOC 24	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

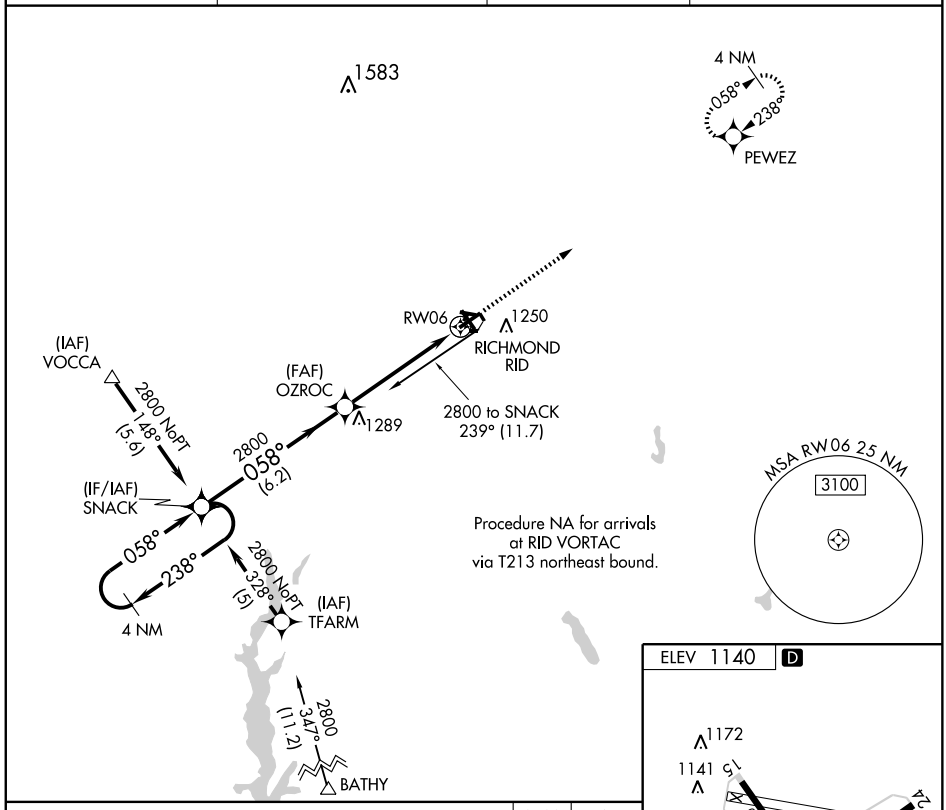
RNAV (GPS) RWY 6
RICHMOND MUNI (RID)

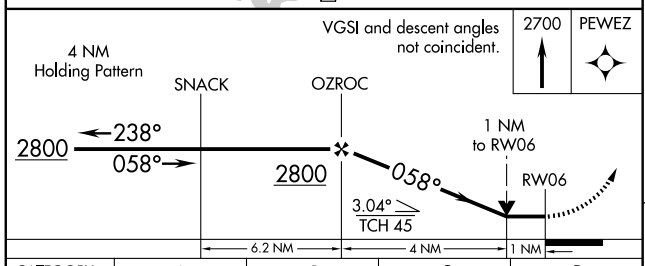
DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

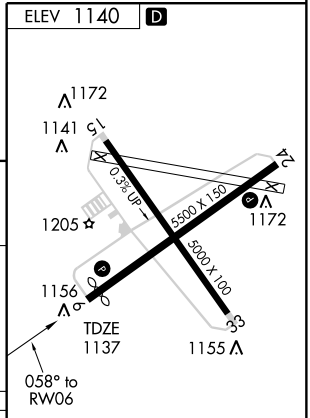
NA

MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 343 (400-1)			1480-1¼ 343 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2. 03 JUN 2010 to 01 JUL 2010

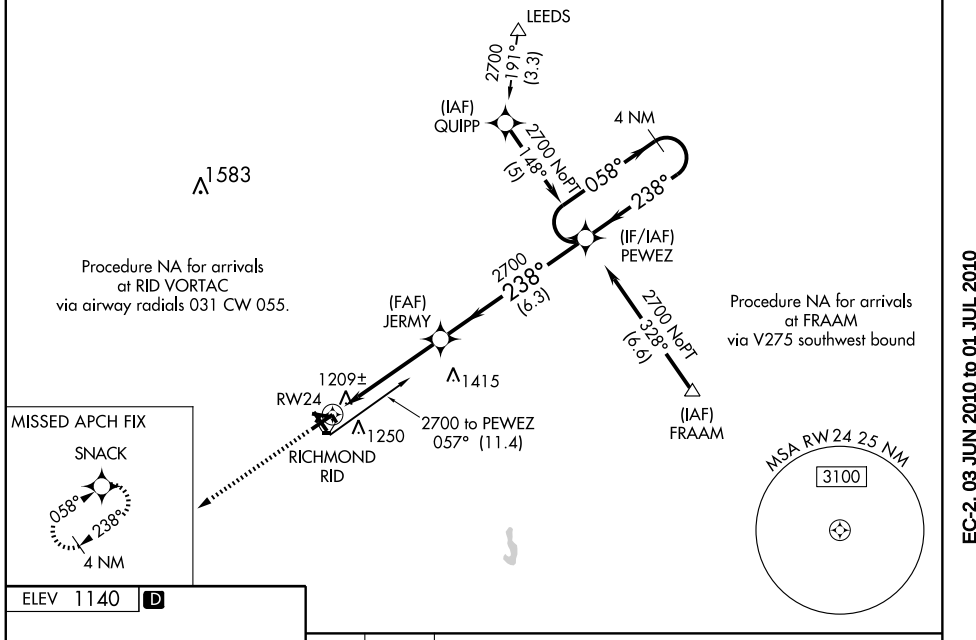
WAAS	APP CRS	Rwy Idg	5500
CH 82112	238°	TDZE	1139
W24A		Apt Elev	1140

RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

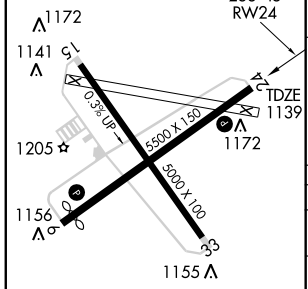
T NA — Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct SNACK and hold.

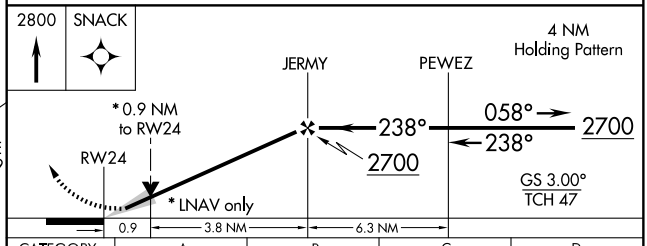
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L



ELEV 1140 D



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LPV DA	1339-¾ 200 (200-¾)			
LNAV/VNAV DA	1549-1½ 410 (500-1½)			
LNAV MDA	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

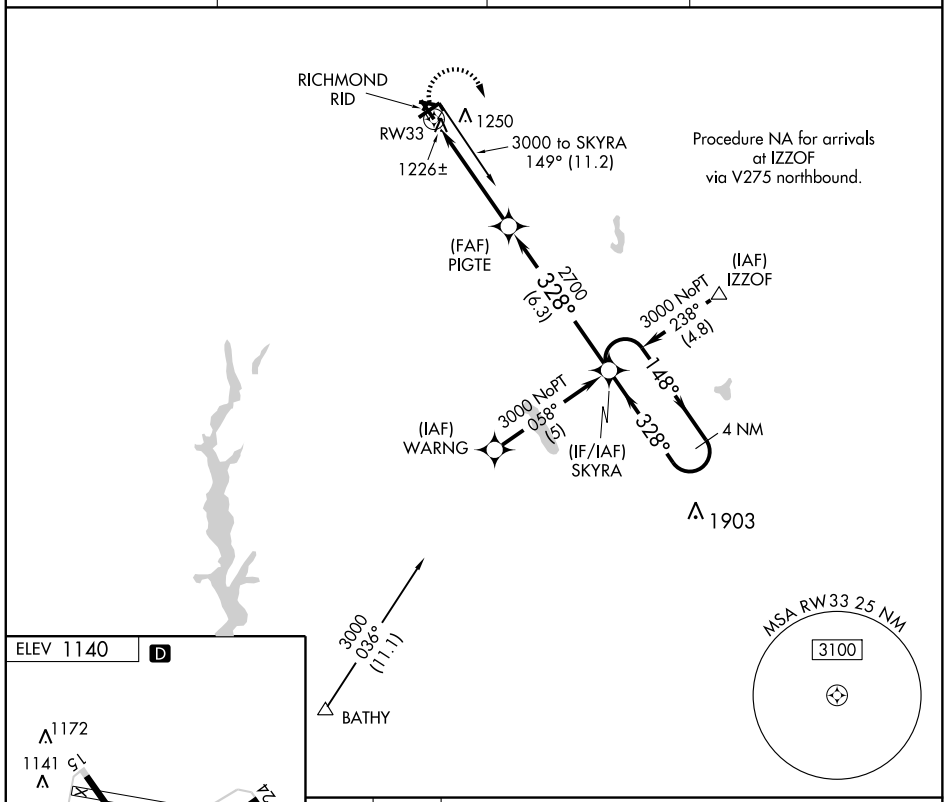
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

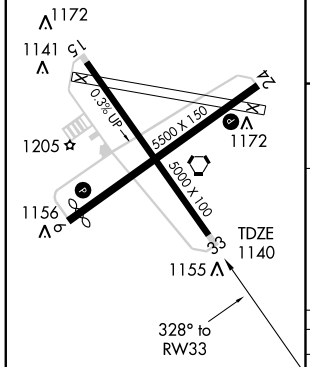
RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

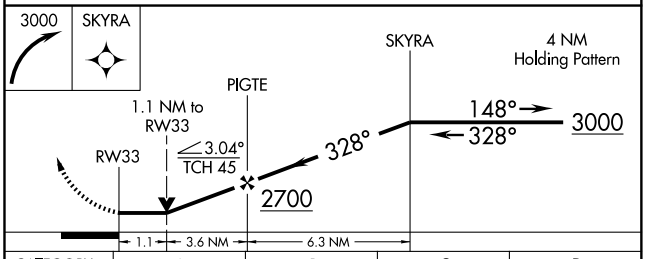
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 03 JUN 2010 to 01 JUL 2010

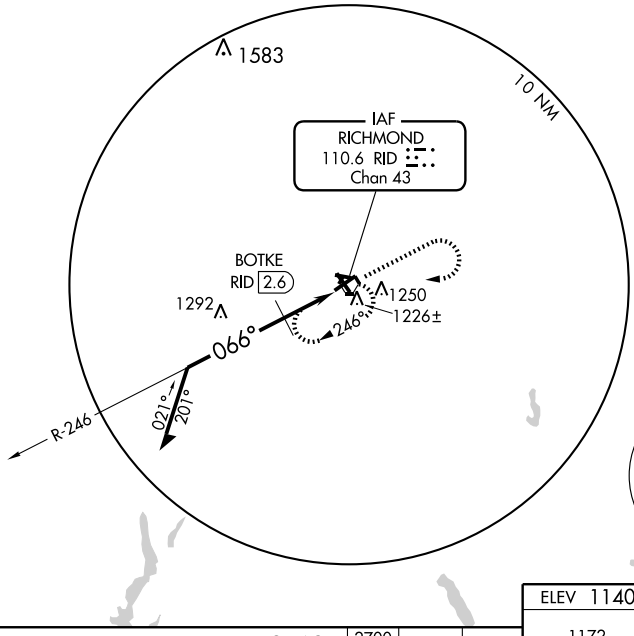
VORTAC RID	APP CRS	Rwy Idg	5200
110.6	066°	TDZE	1137
Chan 43		Apt Elev	1140

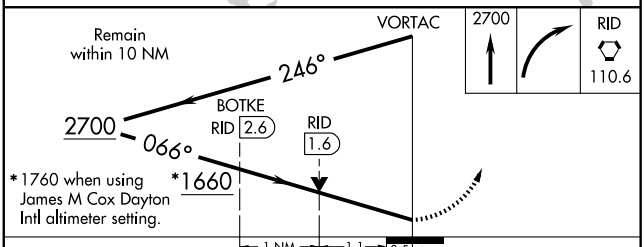
VOR RWY 6
RICHMOND MUNI (RID)

When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

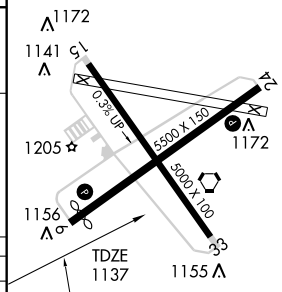
MISSED APPROACH: Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	1660-1 523 (600-1)		1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)		1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 03 JUN 2010 to 01 JUL 2010

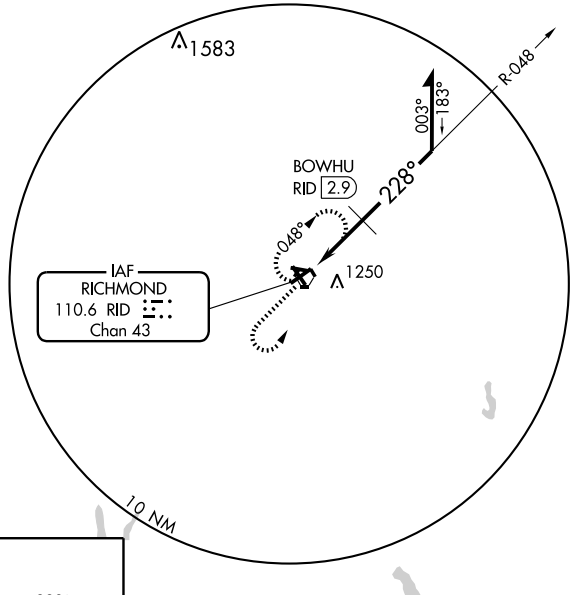
VORTAC RID	APP CRS	Rwy Idg	5500
110.6	228°	TDZE	1139
Chan 43		Apt Elev	1140

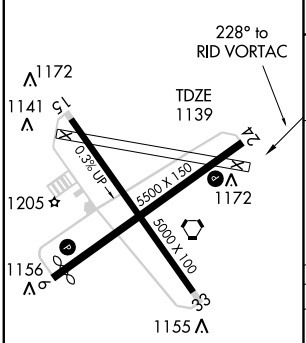
VOR RWY 24
RICHMOND MUNI (RID)

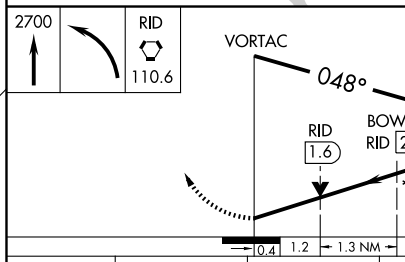
▼ ▲NA Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-24	1740-¾ 601 (600-¾)		1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)		1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS				
S-24	1560-¾ 421 (500-¾)		1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 03 JUN 2010 to 01 JUL 2010

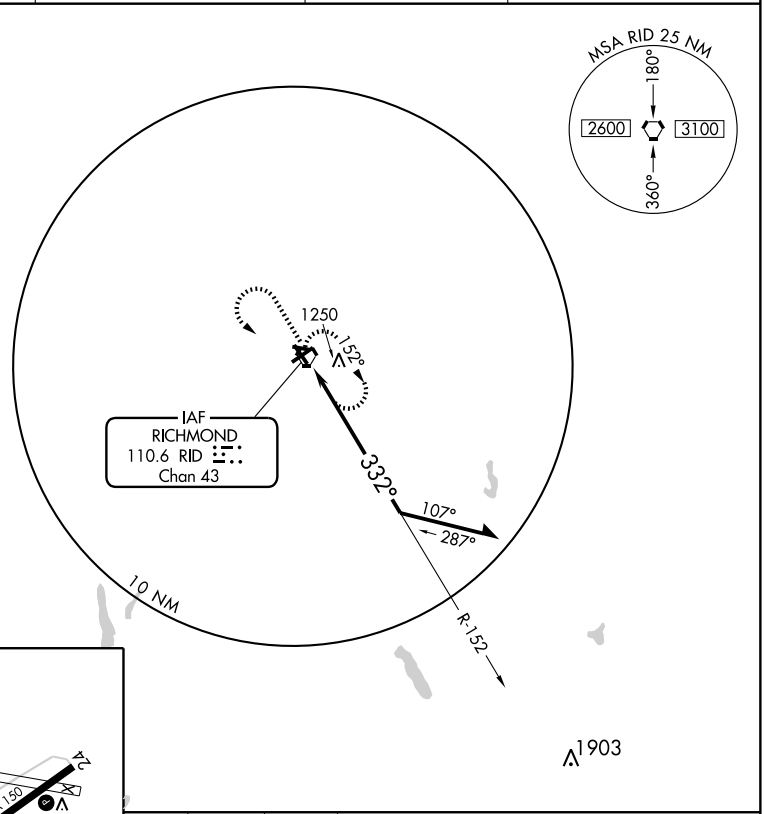
VORTAC RID	APP CRS	Rwy Idg	5000
110.6	332°	TDZE	1140
Chan 43		Apt Elev	1140

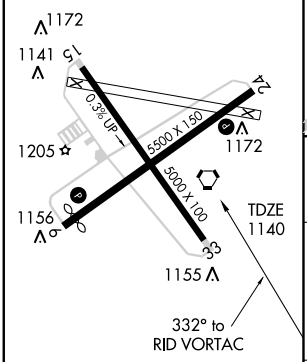
VOR RWY 33
RICHMOND MUNI (RID)

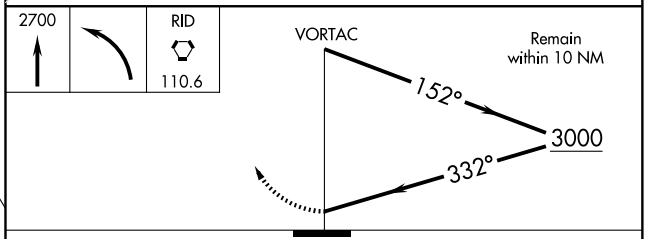
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5001
108°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 11

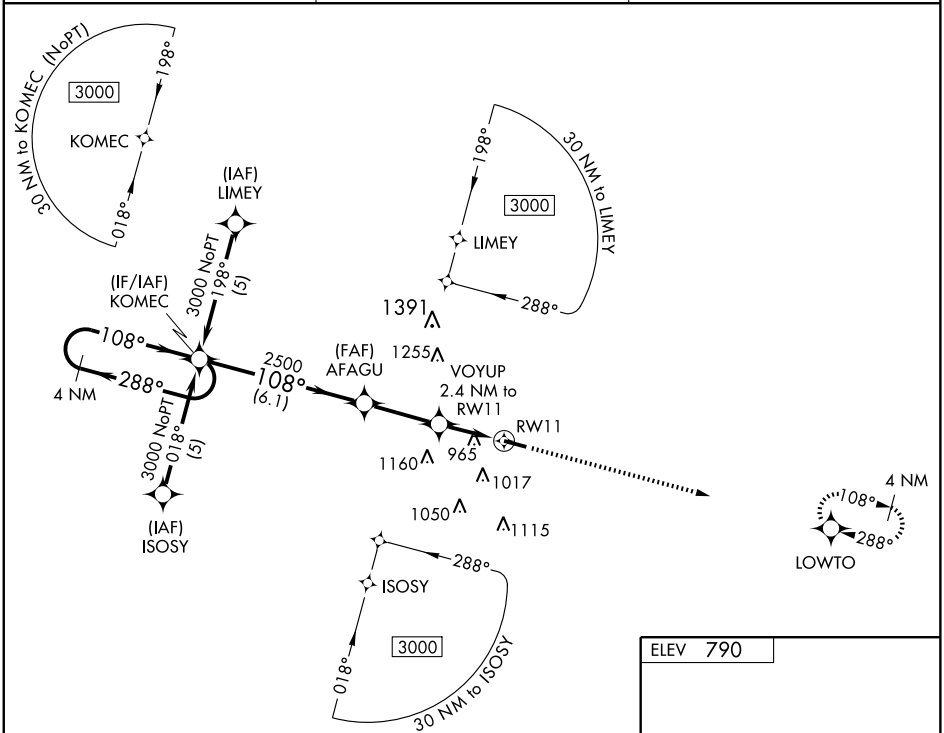
ROCHESTER/ FULTON COUNTY (RCR)

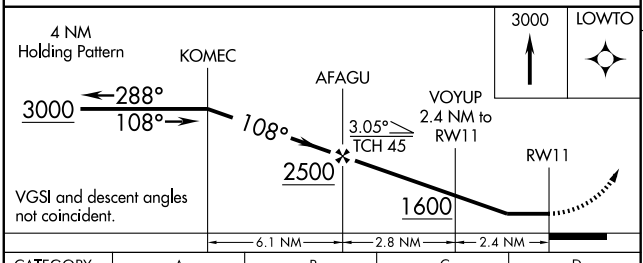
NA

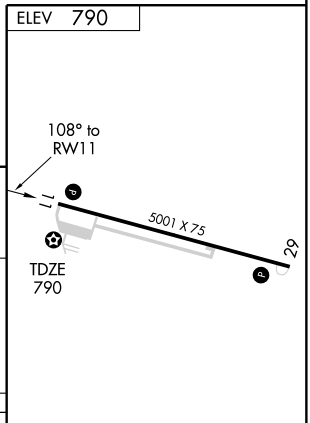
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 430 (500-1)		1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 48809 W29A	APP CRS 288°	Rwy Idg 5001 TDZE 790 Apt Elev 790

RNAV (GPS) RWY 29

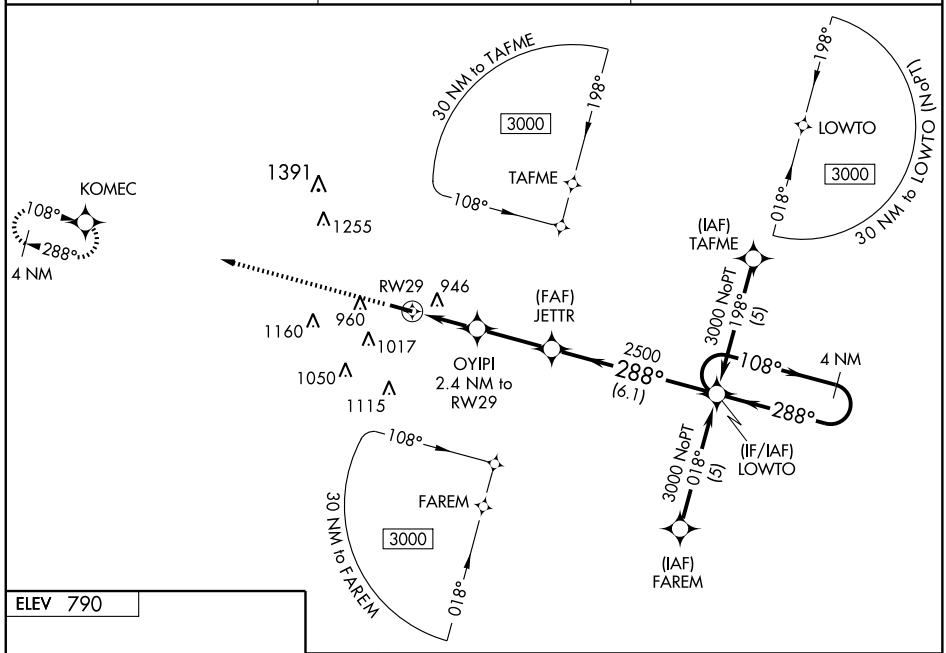
ROCHESTER/FULTON COUNTY (RCR)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

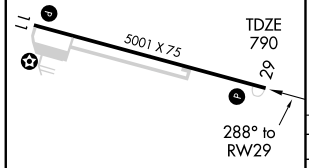
NA

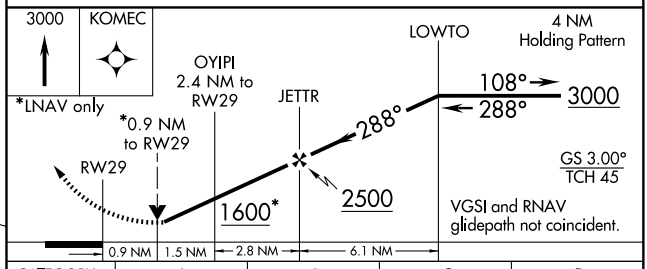
MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L



ELEV 790





CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400- 1¼)			
LNAV/VNAV DA	1244-1½ 454 (500- 1½)			
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

LOC I-SER	APP CRS	Rwy Idg	5500
108.5	046°	TDZE	575
		Apt Elev	583

LOC/NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

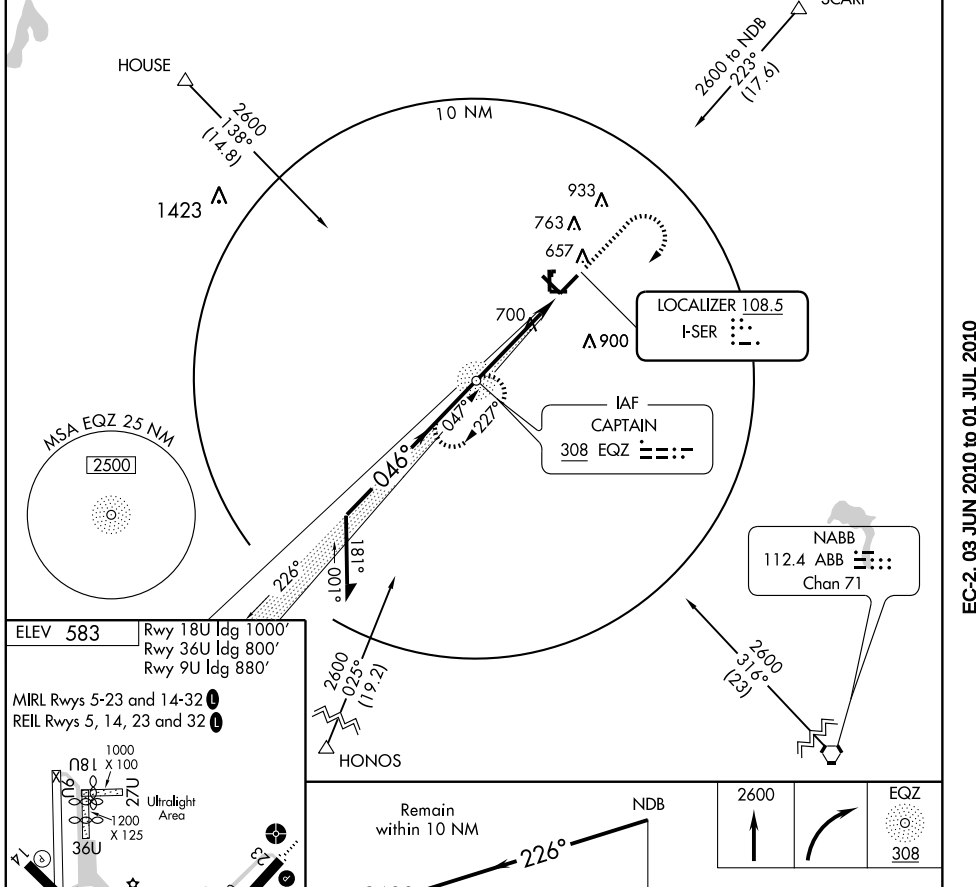
If local altimeter setting not received, use Louisville Intl -Standiford Field altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

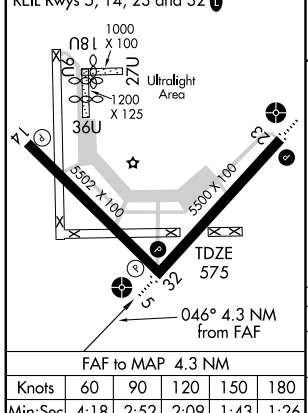
NA

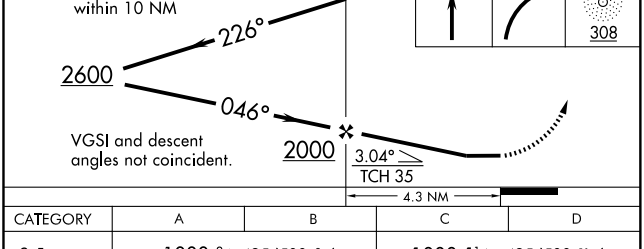
ODALS

MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-5	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB EQZ 308	APP CRS 047°	Rwy Idg 5500 TDZE 575 Apt Elev 583

NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

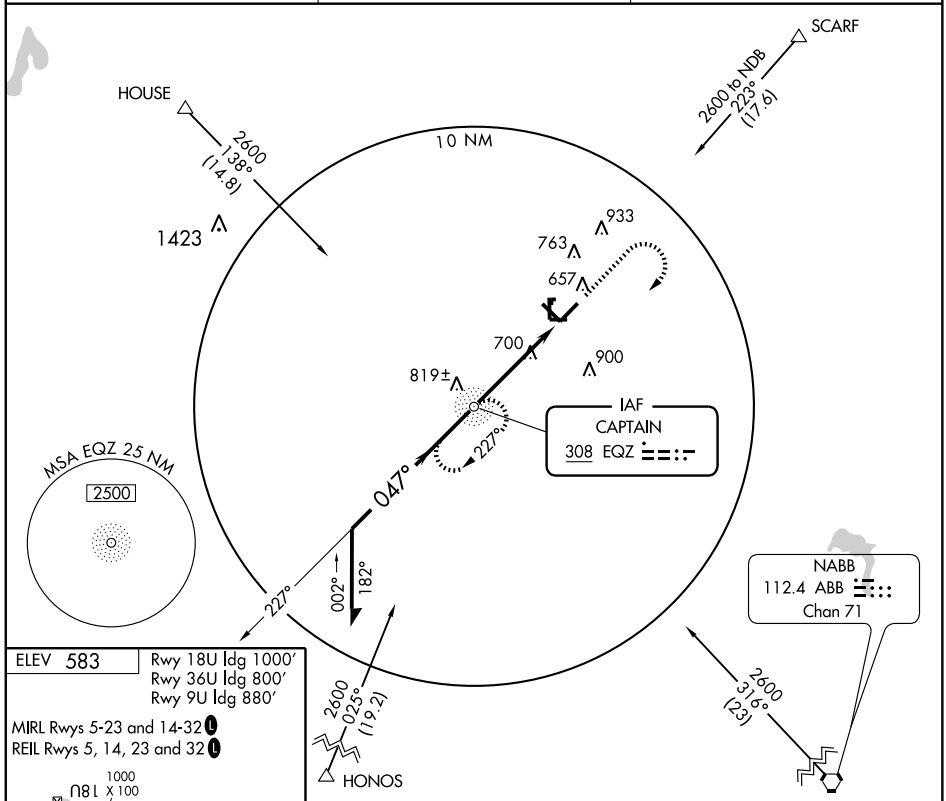
NA

If local altimeter setting not received, use Louisville Intl-Standiford Fld altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, thenright turn direct EQZ NDB and hold.

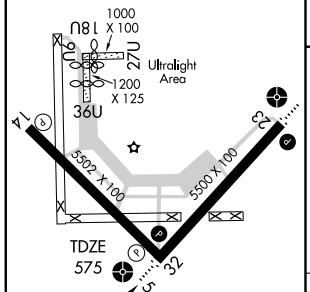
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

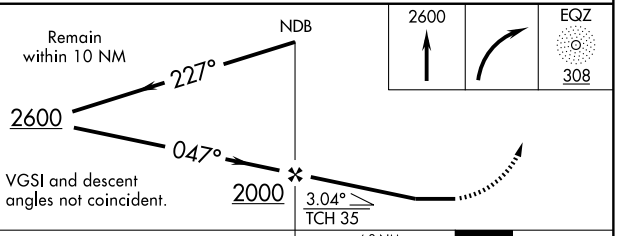
MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



047° 4.3 NM from FAF

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1060-¾ 485 (500-¾)		1060-1¼ 485 (500-1¼)	1060-1½ 485 (500-1½)
CIRCLING	1060-1 477 (500-1)		1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

WAAS	APP CRS	Rwy Idg	5500
CH 53704	046°	TDZE	575
W05A		Apt Elev	583

RNAV (GPS) RWY 5

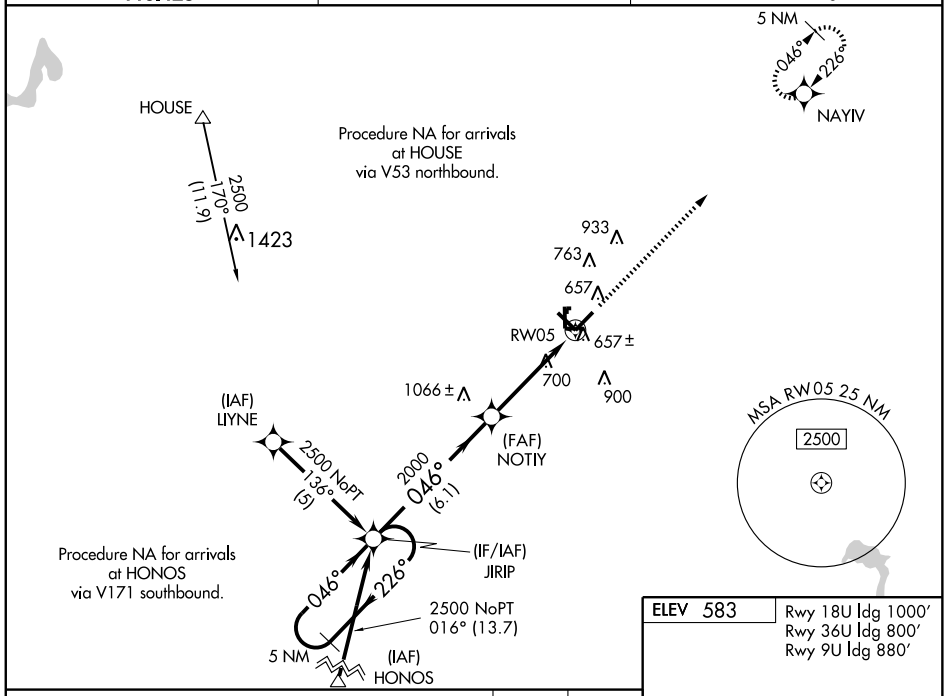
SEYMOUR/ FREEMAN MUNI (SER)

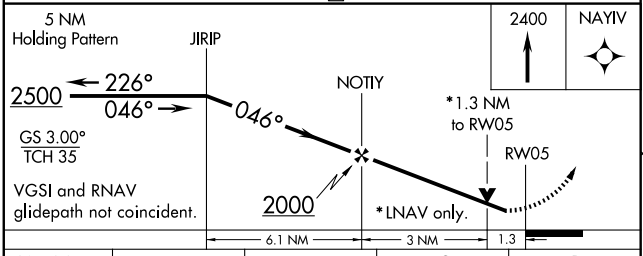
▼ ▲ NA — If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

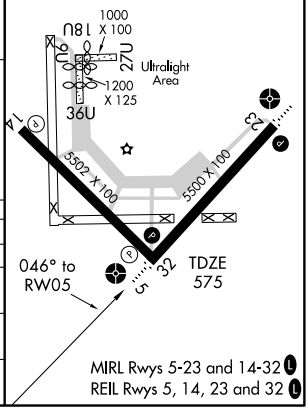




CATEGORY	A	B	C	D
LPV DA	825-1 250 (300-1)			
LNAV/VNAV DA	927-1¼ 352 (400-1¼)			
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5502
CH 58003	136°	TDZE	583
W14A		Apt Elev	583

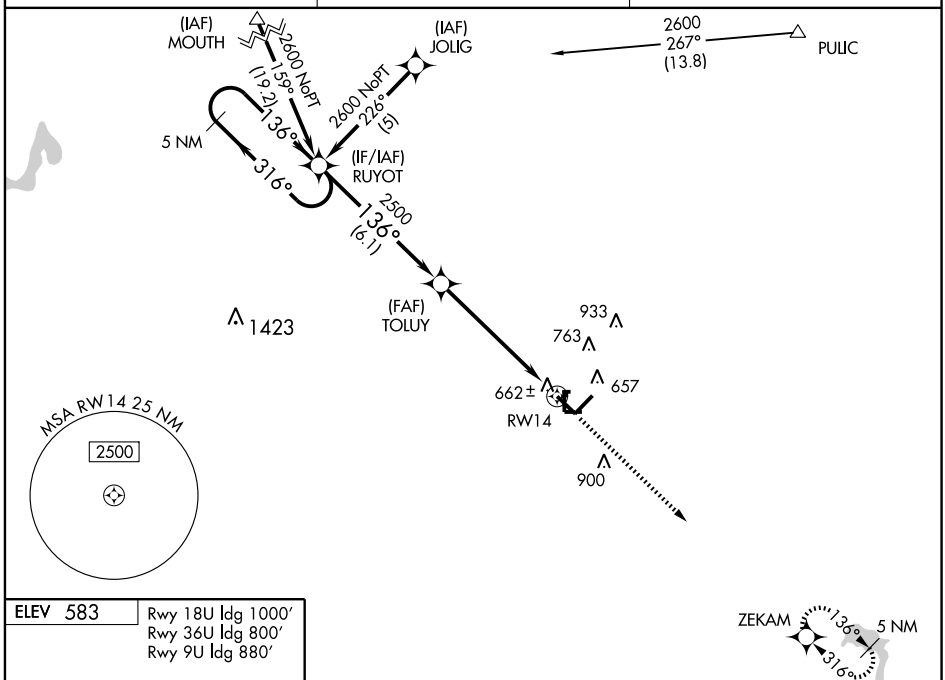
RNAV (GPS) RWY 14

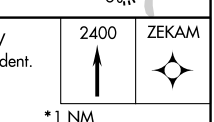
SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

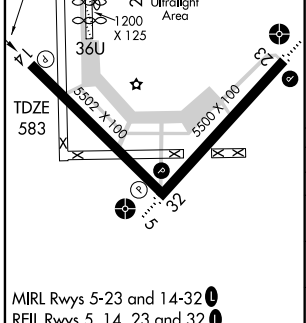
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

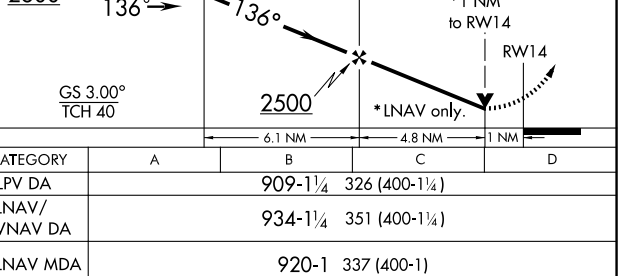




ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'





CATEGORY	A	B	C	D
LPV DA	909-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	934-1¼ 351 (400-1¼)			
LNAV MDA	920-1 337 (400-1)			
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5500
CH 48903	226°	TDZE	580
W23A		Apt Elev	583

RNAV (GPS) RWY 23

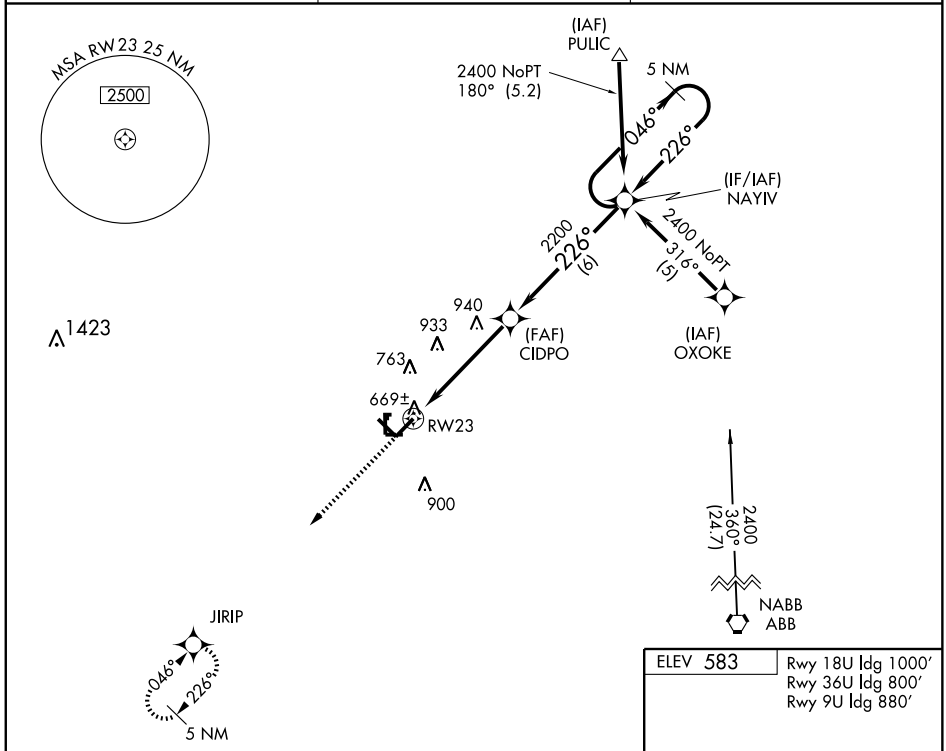
SEYMOUR/ FREEMAN MUNI (SER)

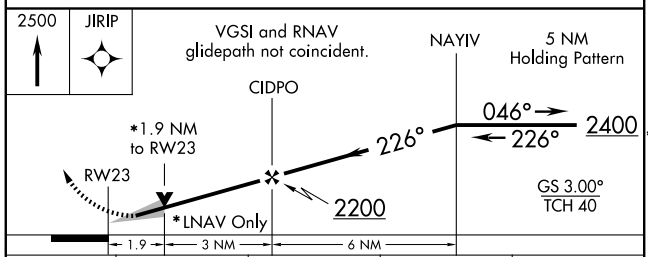
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting, and increase all DAs/MDAs 120 feet.
VDP NA when using Louisville Intl-Standiford Field altimeter setting.
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

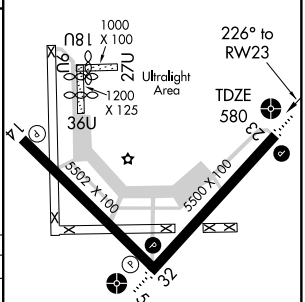




CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-¾ 620 (700-¾)		1200-1¾ 620 (700-1¾)	1200-2 620 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5502
CH 99403	316°	TDZE	574
W32A		Apt Elev	583

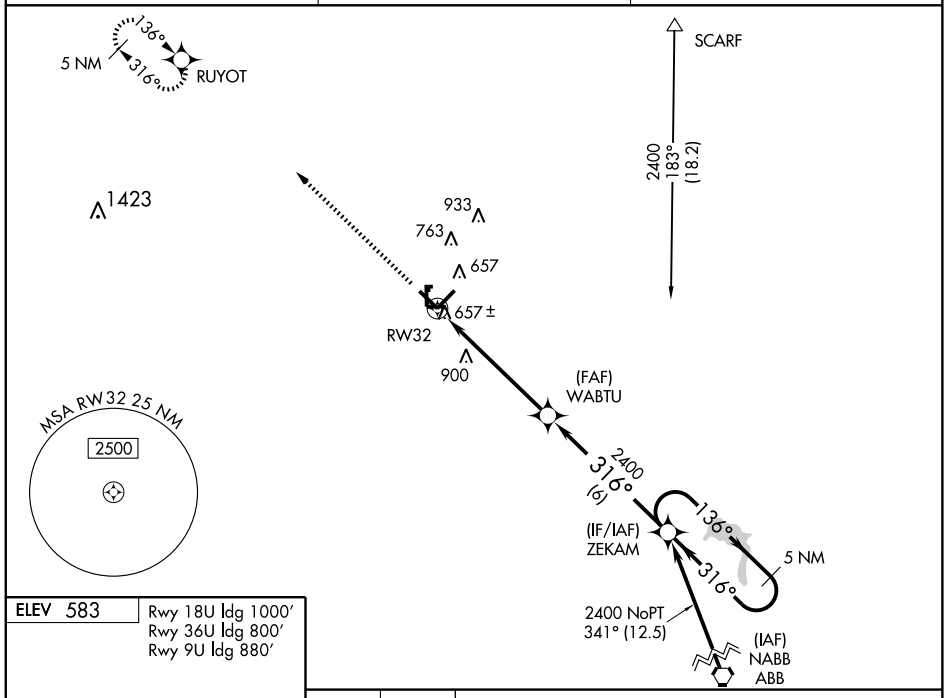
RNAV (GPS) RWY 32

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

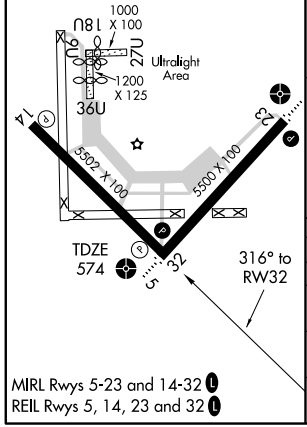
MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

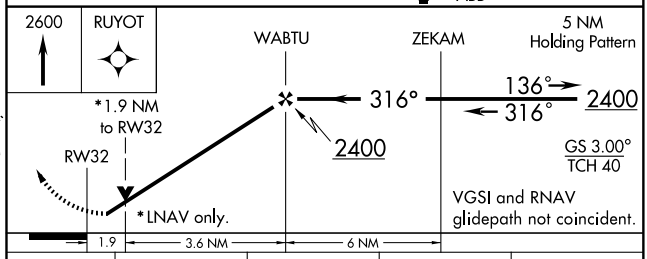


ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	907-1¼ 333 (400-1¼)			
LNAV/ VNAV DA	931-1¼ 357 (400-1¼)			
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

EC-2. 03 JUN 2010 to 01 JUL 2010

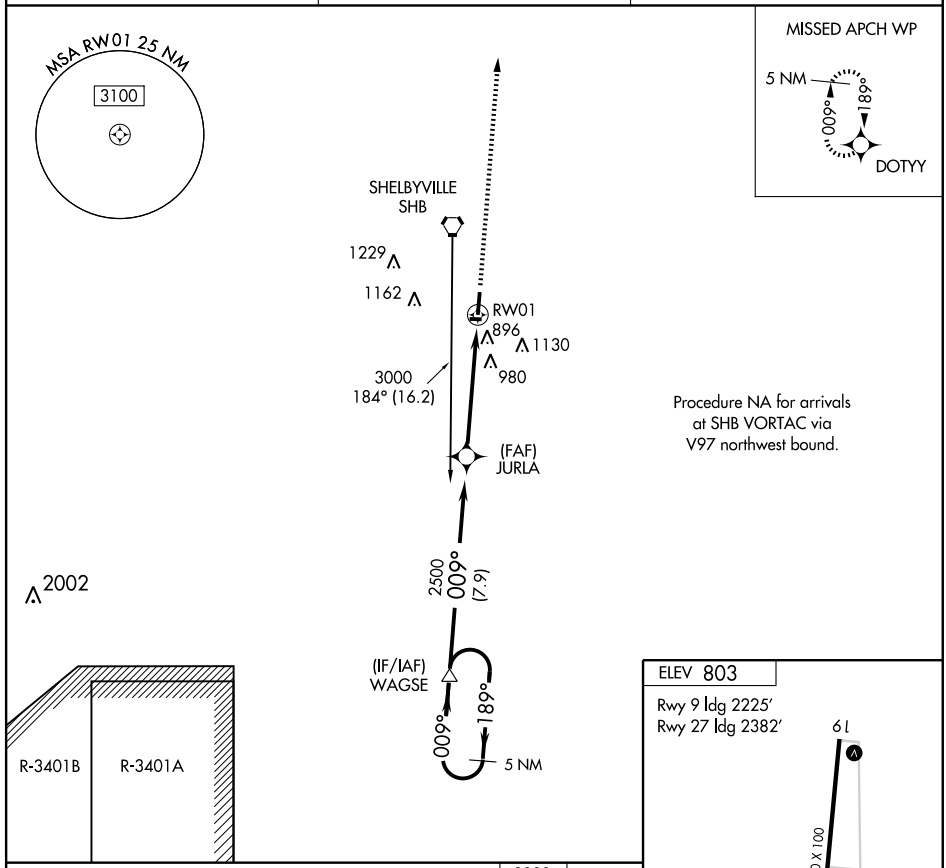
APP CRS	Rwy Idg	5000
009°	TDZE	802
	Apt Elev	803

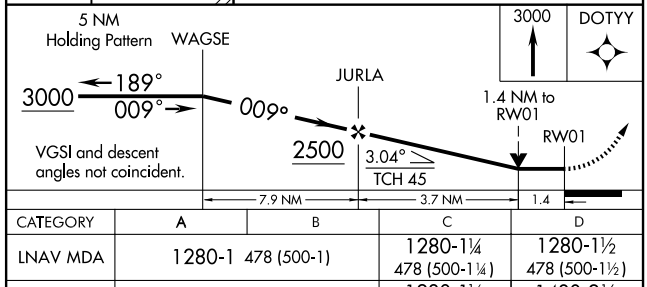
RNAV (GPS) RWY 1
SHELBYVILLE MUNI (GEZ)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

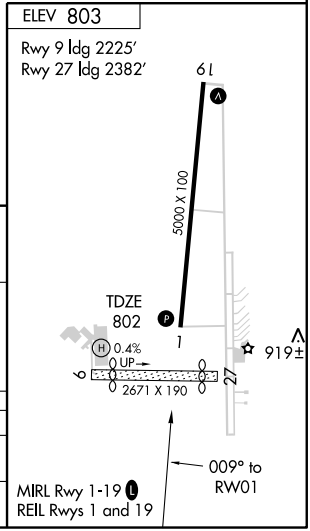
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)



EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 53603	189°	TDZE	803
W19A		Apt Elev	803

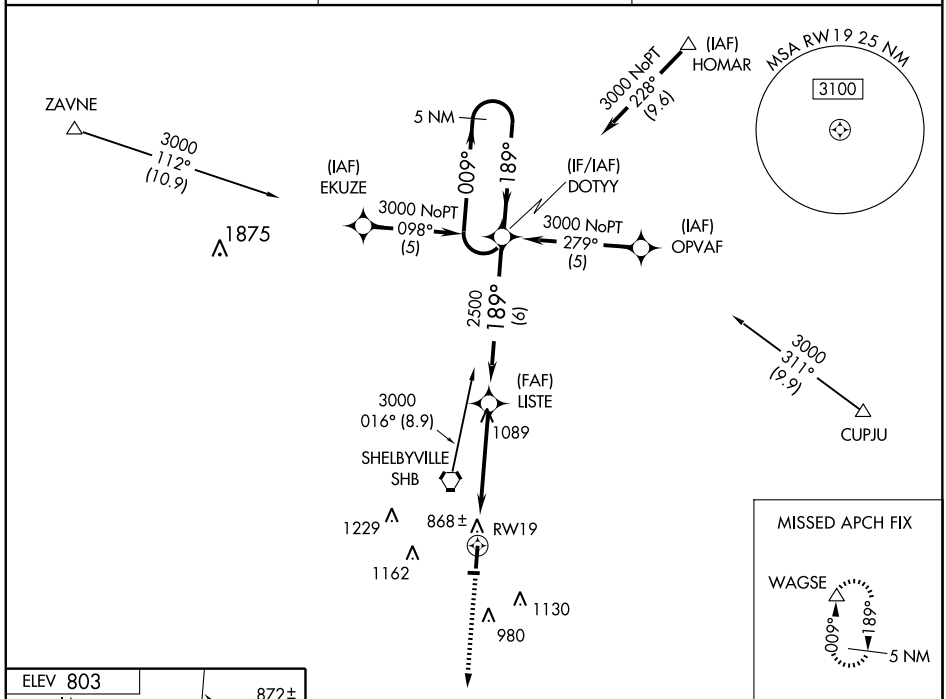
RNAV (GPS) RWY 19

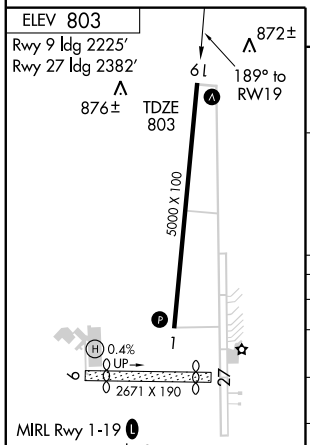
SHELBYVILLE MUNI (GEZ)

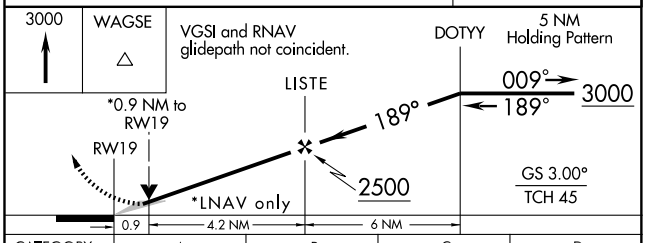
T A — If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

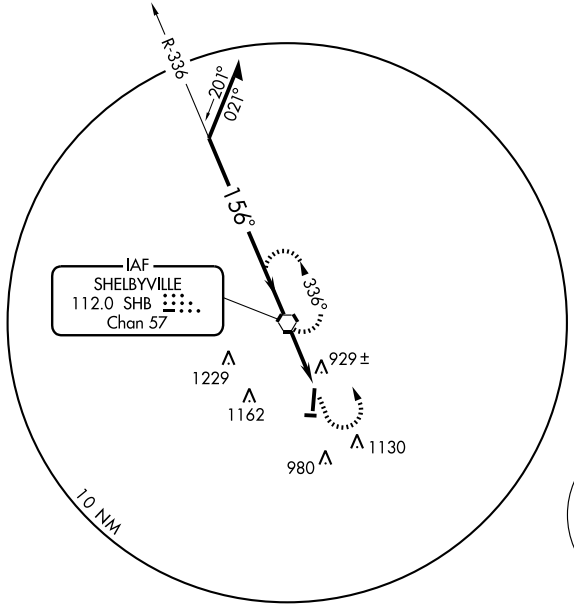
EC-2. 03 JUN 2010 to 01 JUL 2010

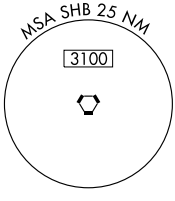
VORTAC SHB	APP CRS	Rwy Idg	5000
112.0	156°	TDZE	803
Chan 57		Apt Elev	804

VOR RWY 19
SHELBYVILLE MUNI (GEZ)

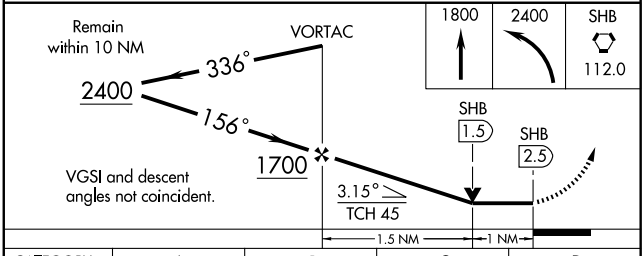
MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

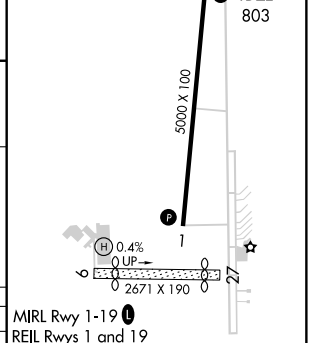
ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L





2002





MIRL Rwy 1-19 L
REIL Rwys 1 and 19

CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

EC-2. 03 JUN 2010 to 01 JUL 2010

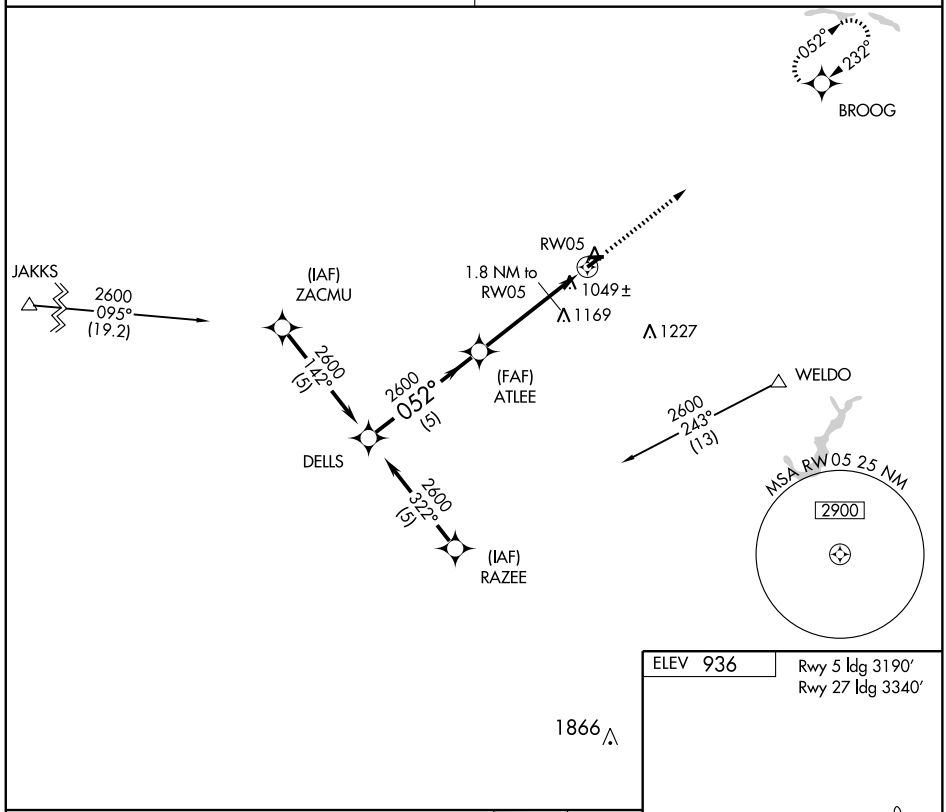
APP CRS		
052°	Rwy Idg	3190
	TDZE	932
	Apt Elev	936

GPS RWY 5
SHERIDAN (5I4)

⚠ NA — Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.

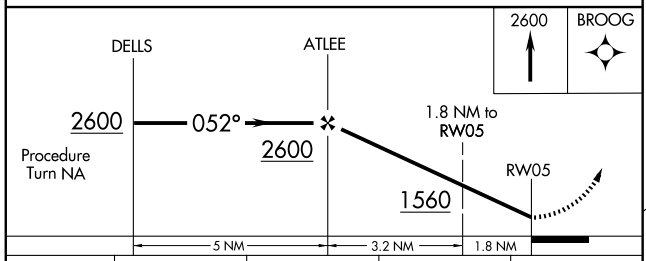
INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L

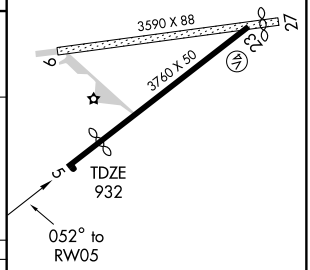


ELEV 936

Rwy 5 ldg 3190′
Rwy 27 ldg 3340′

1866





CATEGORY	A	B	C	D
S-5	1400-1 468 (500-1)		1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

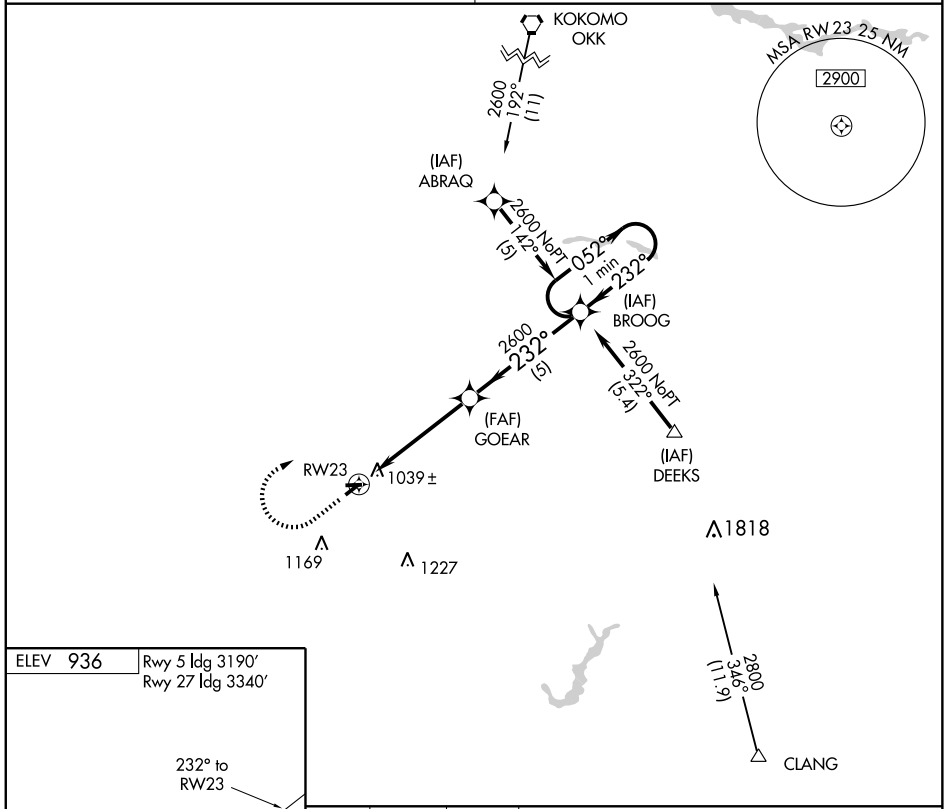
GPS RWY 23
SHERIDAN (5I4)

⚠ NA

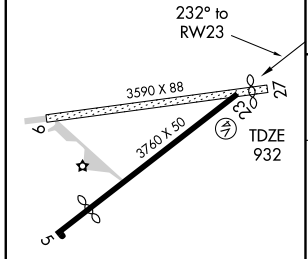
Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

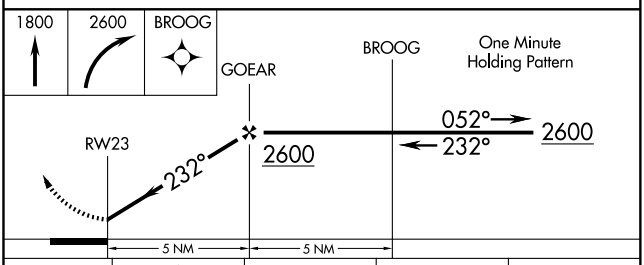
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L



ELEV 936
Rwy 5 ldg 3190′
Rwy 27 ldg 3340′





CATEGORY	A	B	C	D
S-23	1380-1 448 (500-1)		1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	199°	TDZE	N/A
Chan 82		Apt Elev	936

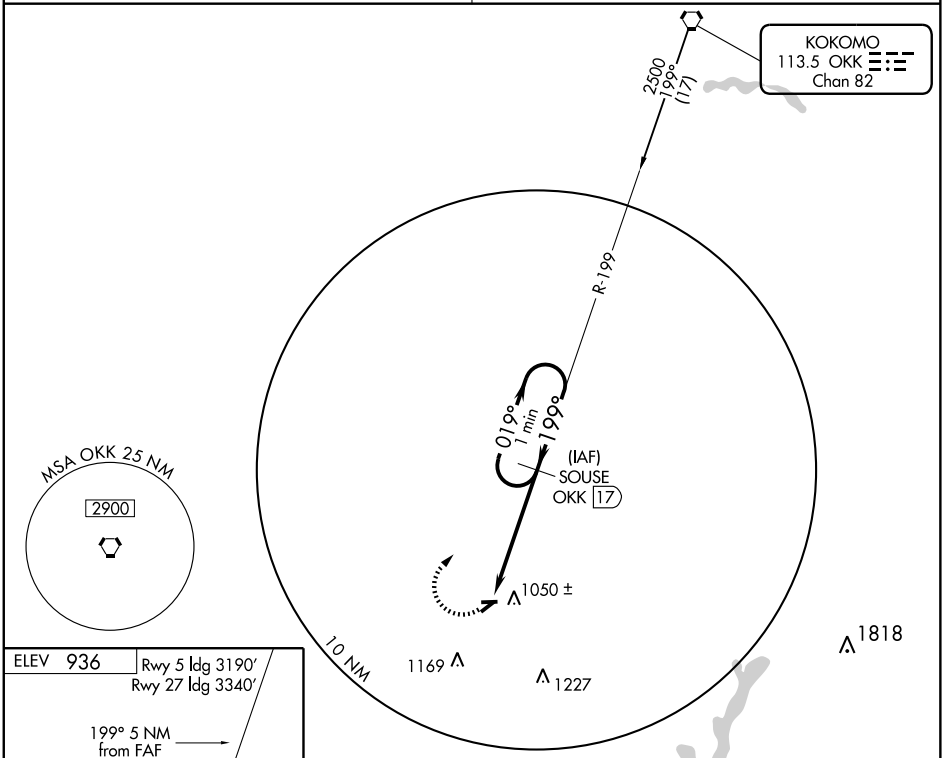
VOR/DME-A
SHERIDAN (5I4)

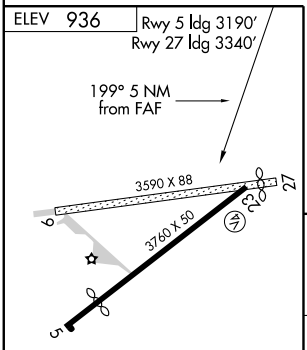
NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

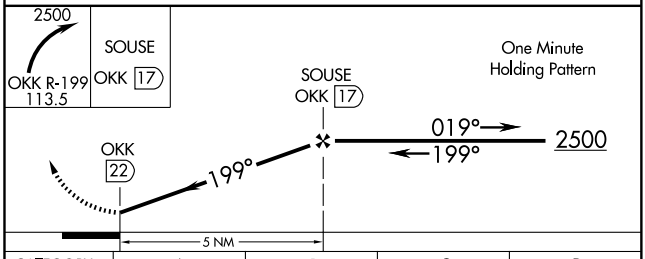
MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.

INDIANAPOLIS APP CON
124.65 317.8

UNICOM
123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

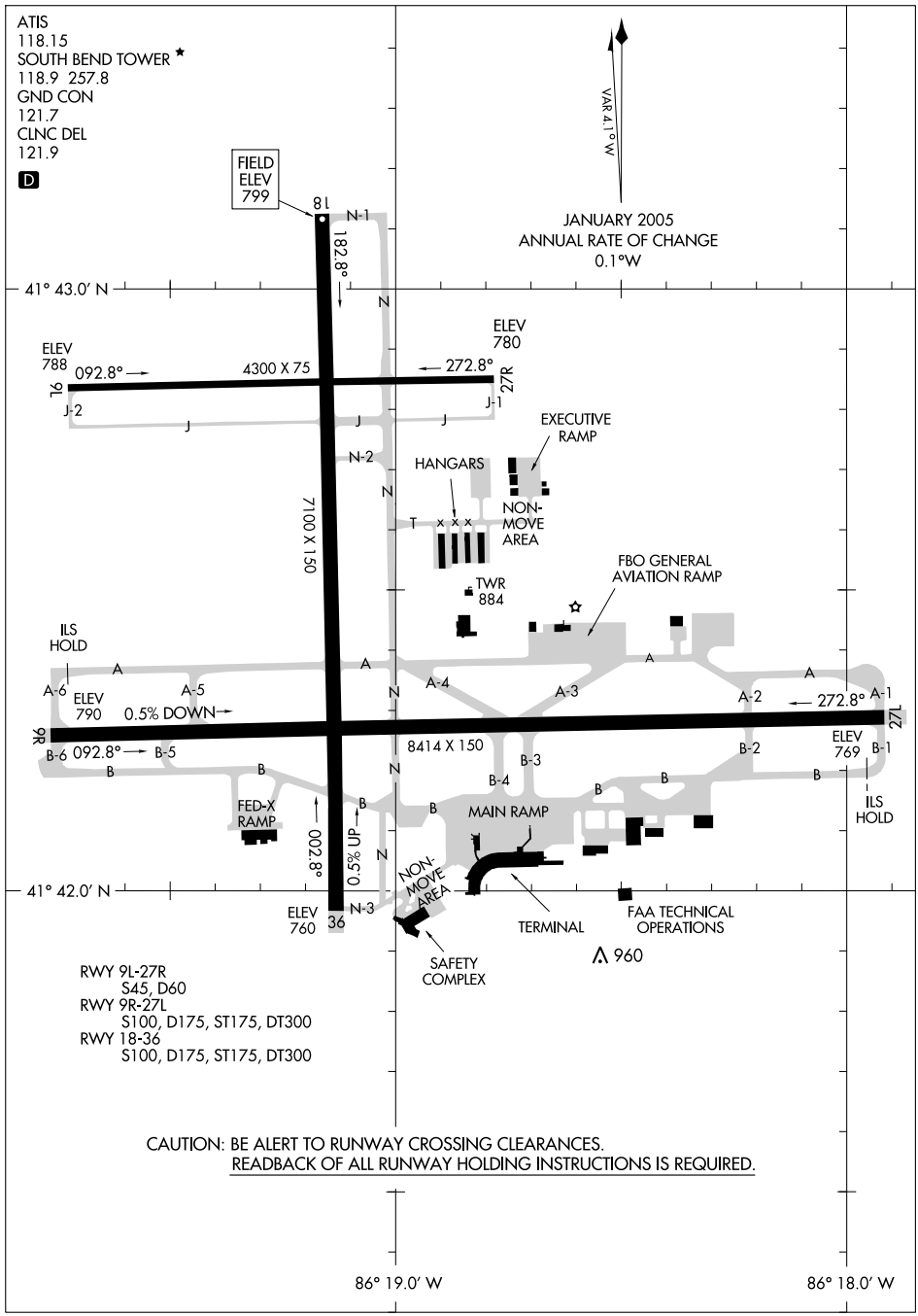
LIRL Rwy 5-23 L

EC-2, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-UXW	APP CRS	Rwy Idg	8414
109.3	092°	TDZE	790
		Apt Elev	799

ILS or LOC RWY 9R

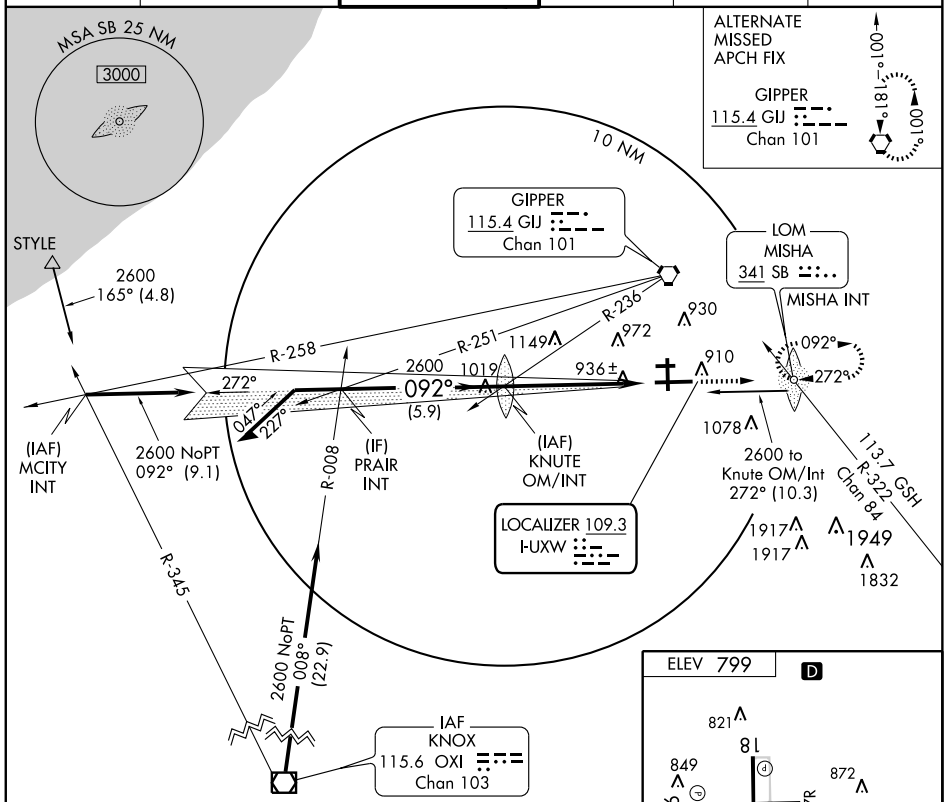
SOUTH BEND RGNL (SBN)

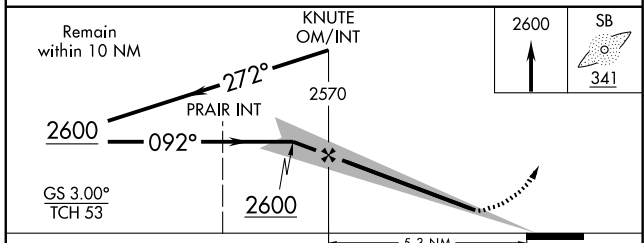
Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. Visibility reduction by helicopters NA. ADF REQUIRED.

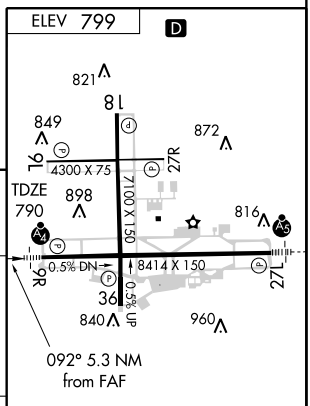
MALS

MISSED APPROACH: Climb to 2600 direct MISHA LOM/Int and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 9R	1040-¾ 250 (300-¾)			
S-LOC 9R	1200-¾ 410 (500-¾)		1200-1¼ 410 (500-1¼)	
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-SBN	APP CRS	Rwy Idg	8414
109.3	272°	TDZE	774
		Apt Elev	799

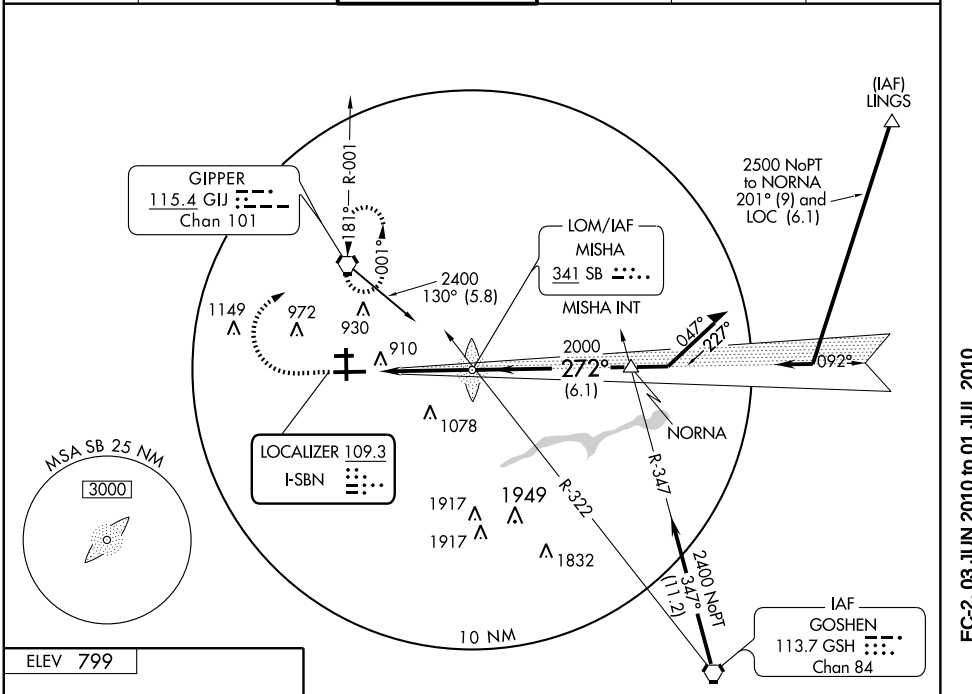
ILS or LOC RWY 27L
SOUTH BEND RGNL (SBN)

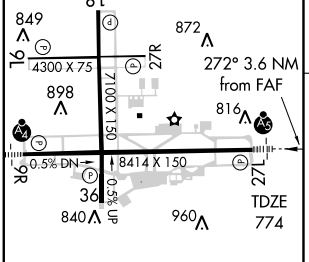
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

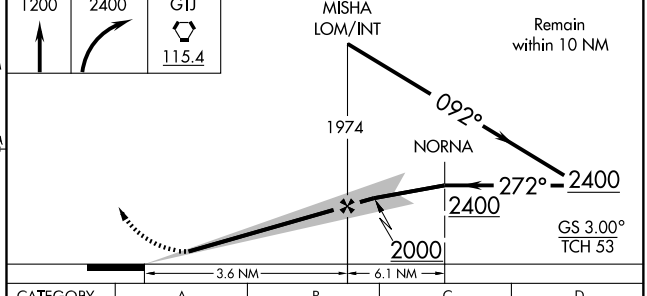
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON*	SOUTH BEND TOWER*	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-ILS 27L	* 974/24 200 (200-½)			
S-LOC 27L	1200/24 426 (500-½)		1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

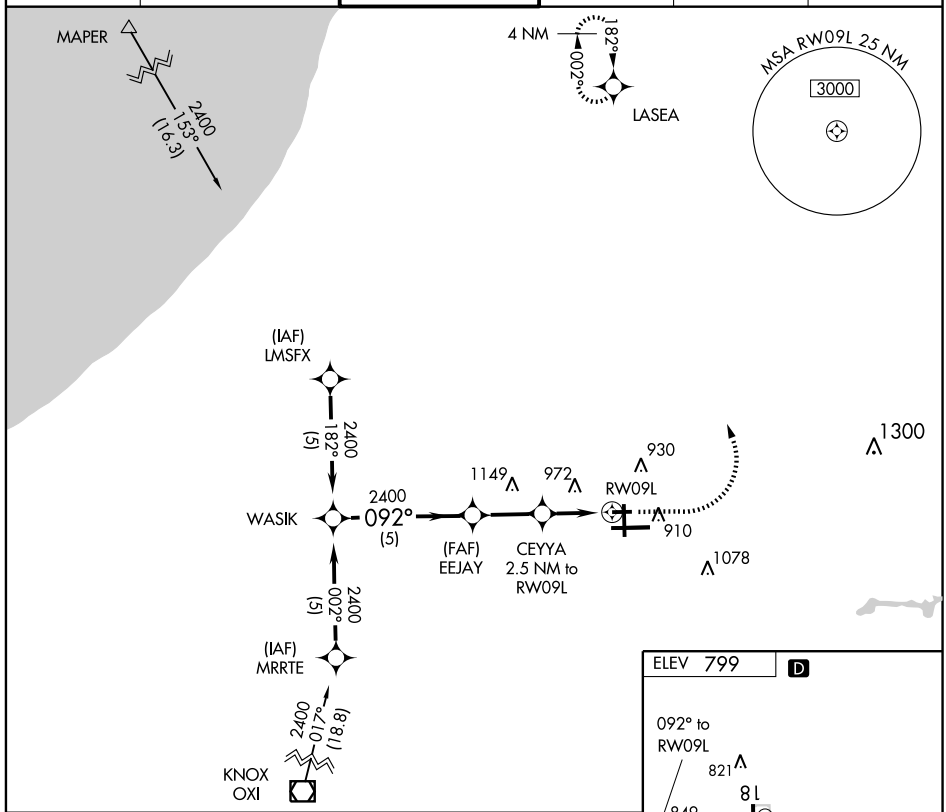
APP CRS	Rwy Idg	4300
092°	TDZE	788
	Apt Elev	799

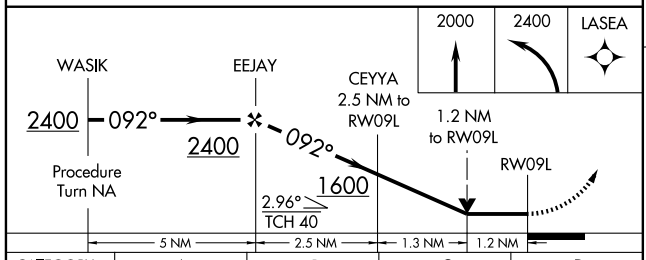
RNAV (GPS) RWY 9L
SOUTH BEND RGNL (SBN)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

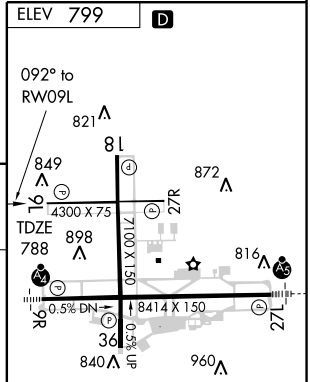
MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1220-1	432 (500-1)	1220-1¼ 432 (500-1¼)	1220-1½ 432 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8414
CH 60908	092°	TDZE	790
W09A		Apt Elev	799

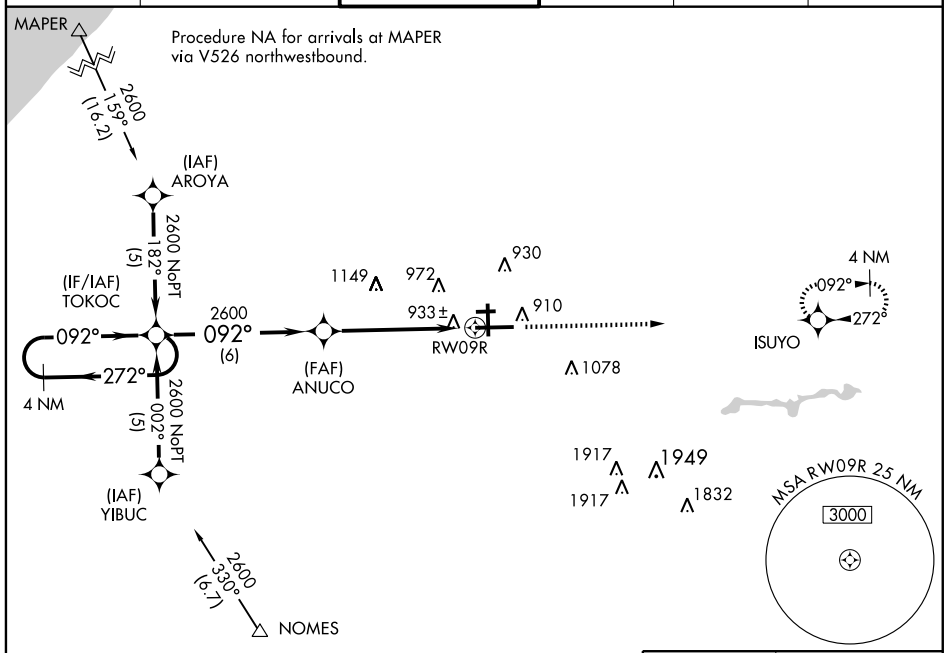
RNAV (GPS) RWY 9R
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

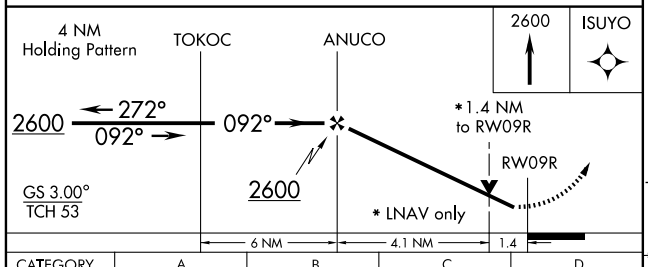
MALSF

MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.

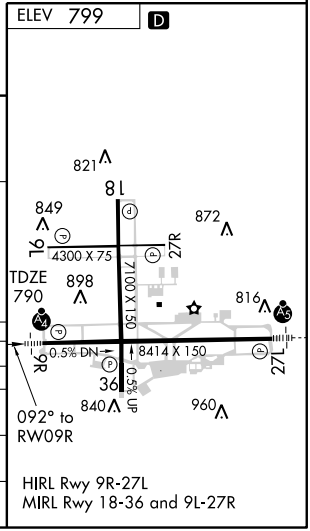
ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



Procedure NA for arrivals at NOMES via V8-92-126 eastbound and V156 southwestbound.



CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/ VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

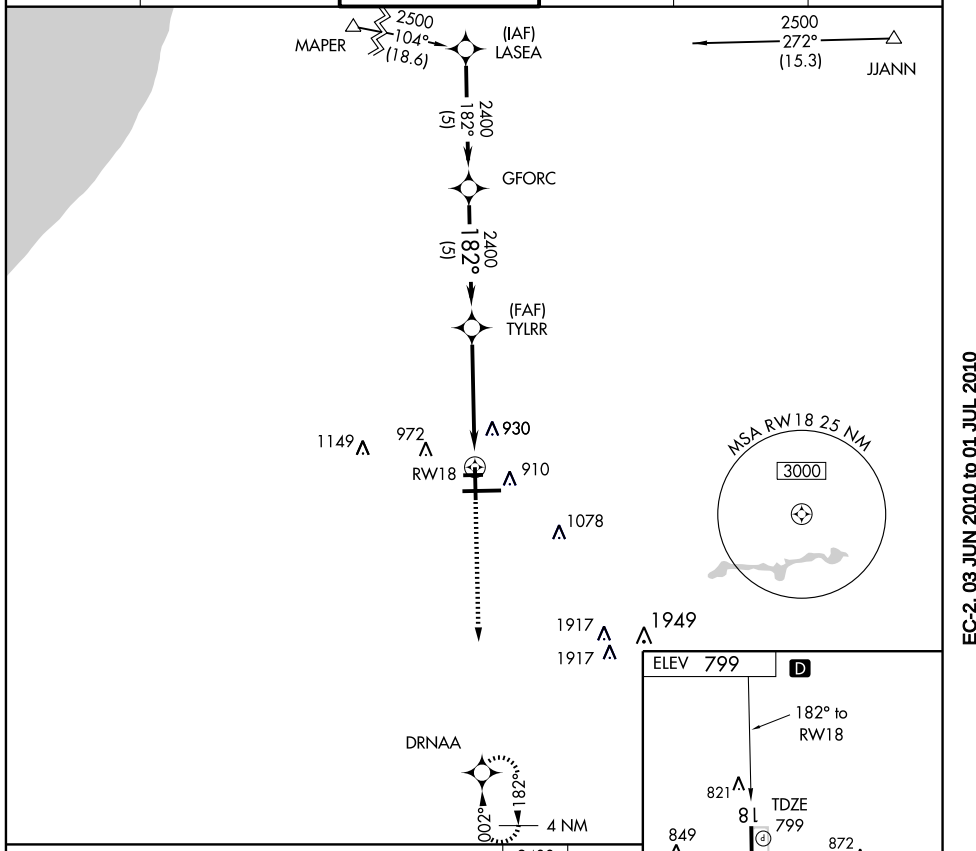
APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

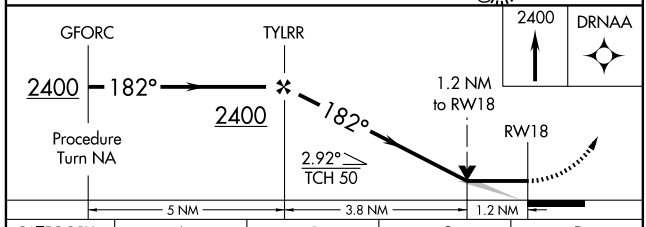
RNAV (GPS) RWY 18
SOUTH BEND RGNL (SBN)

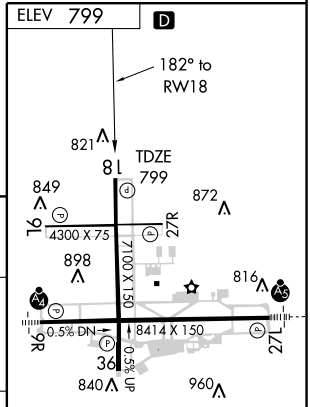
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8414
CH 50108	272°	TDZE	774
W27A		Apt Elev	799

RNAV (GPS) RWY 27L

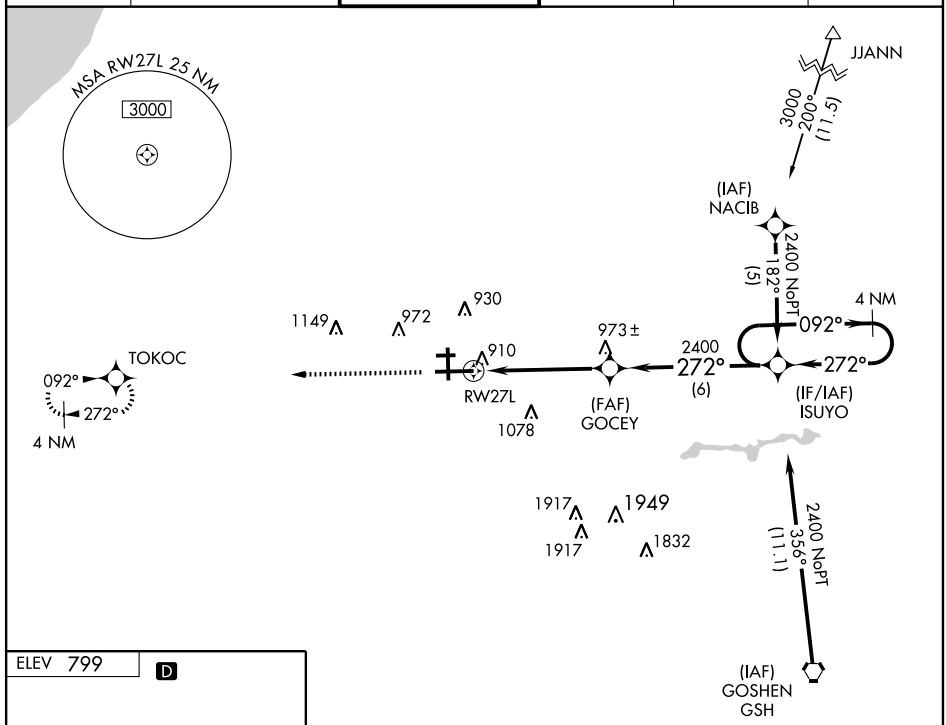
SOUTH BEND RGNL (SBN)

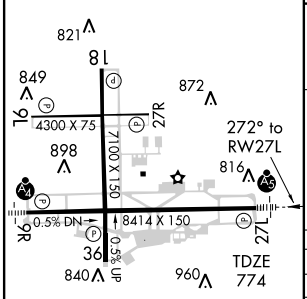
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.

MALSR

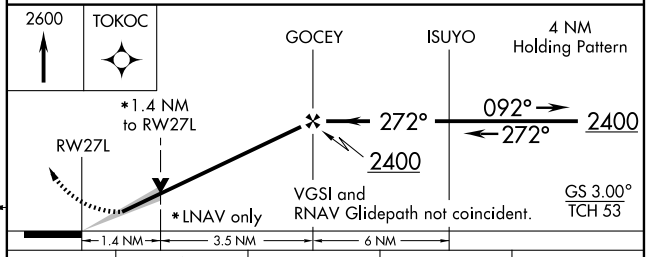
MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R



CATEGORY	A	B	C	D
LPV DA	1030/24	256 (300-½)		
LNAV/ VNAV DA	1160/40	386 (400-¾)		
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

SOUTH BEND, INDIANA

AL-399 (FAA)

APP CRS	Rwy Idg	4300
272°	TDZE	788
	Apt Elev	799

RNAV (GPS) RWY 27R

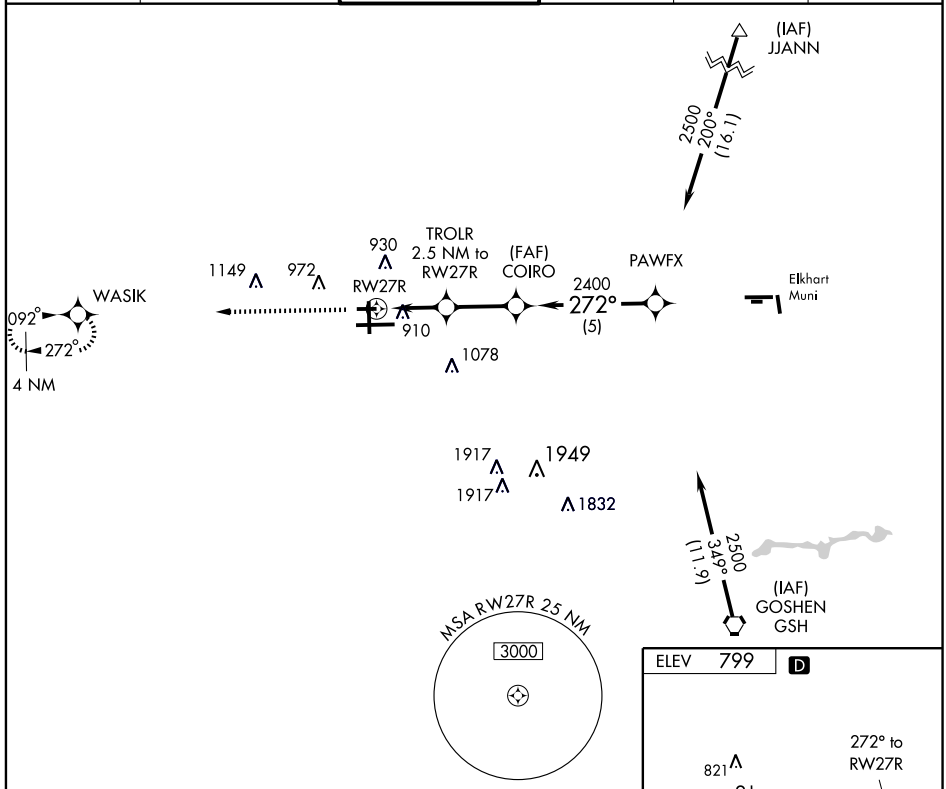
SOUTH BEND RGNL (SBN)

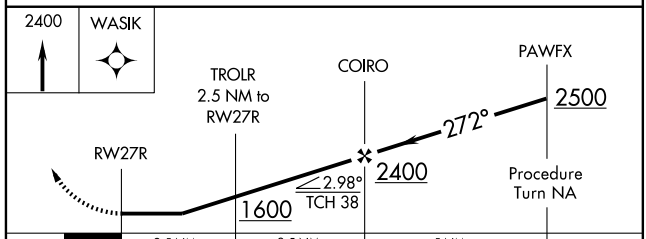
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

NA

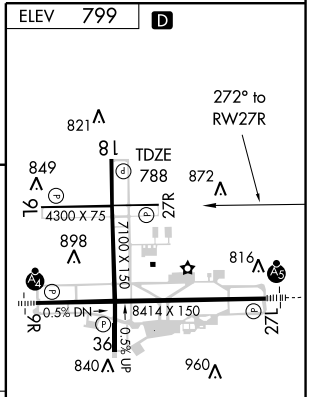
MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2. 03 JUN 2010 to 01 JUL 2010

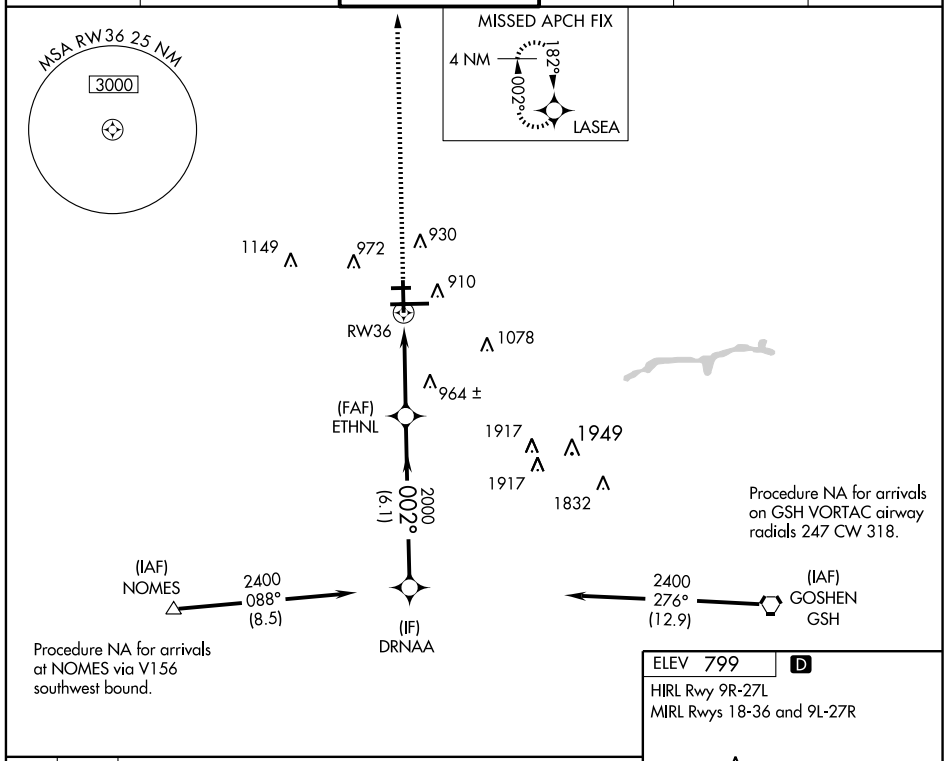
WAAS CH 69514 W36A	APP CRS 002°	Rwy Idg 7100 TDZE 778 Apt Elev 799

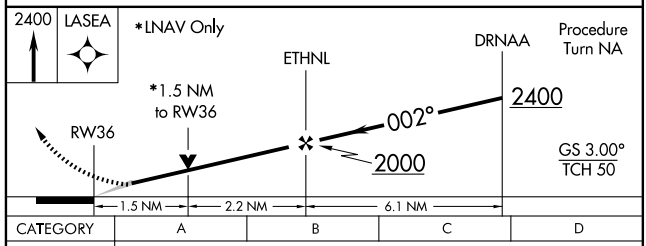
RNAV (GPS) RWY 36
SOUTH BEND RGNL (SBN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

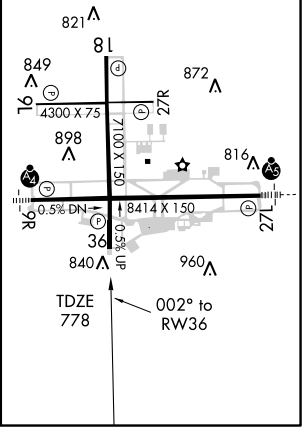
ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 481 (500-1½)	1360-2 561 (600-2)

ELEV 799 D
HIRL Rwy 9R-27L
MIRL Rwys 18-36 and 9L-27R



EC-2, 03 JUN 2010 to 01 JUL 2010

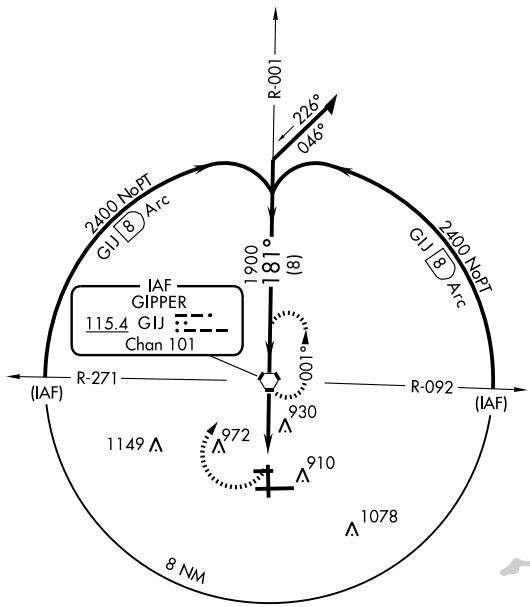
VORTAC GIJ 115.4 Chan 101	APP CRS 181°	Rwy Idg 7100 TDZE 799 Apt Elev 799

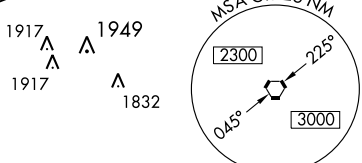
VOR RWY 18

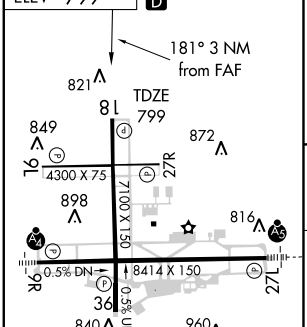
SOUTH BEND RGNL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95

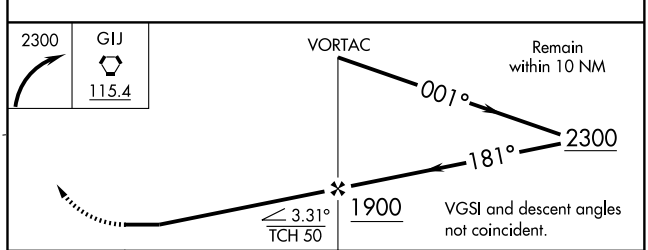






HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-18	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4360
183°	TDZE	540
	Apt Elev	540

GPS RWY 18
SULLIVAN COUNTY (SIV)

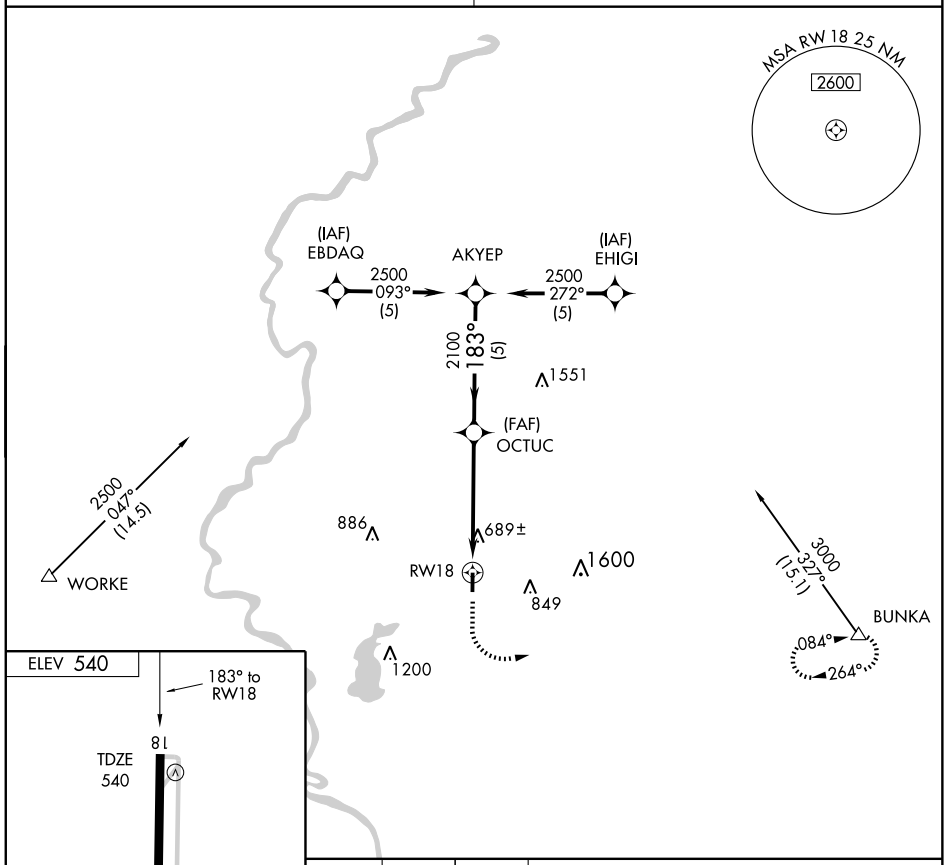
NA

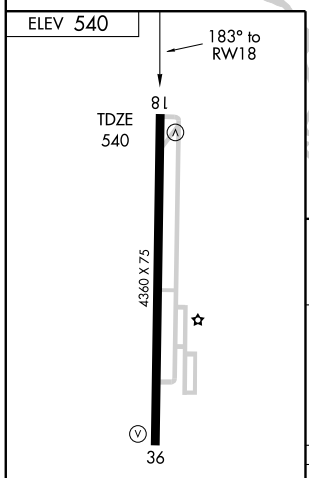
Use Terre Haute altimeter setting.

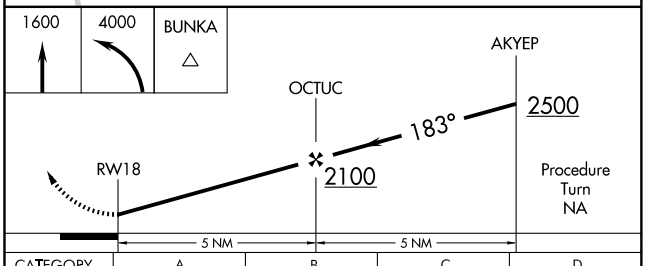
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct BUNKA WP and hold.

HULMAN APP CON ★ 119.25 339.8

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1000-1	460 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4360
003°	TDZE	540
	Apt Elev	540

GPS RWY 36
SULLIVAN COUNTY (SIV)

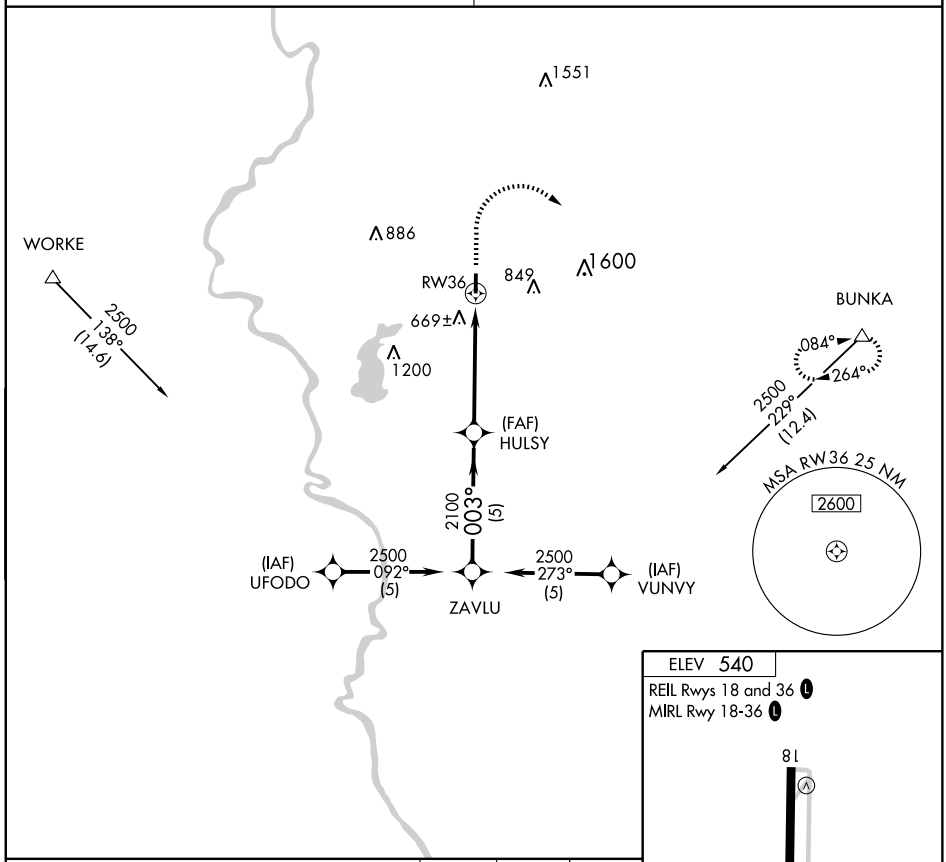
NA

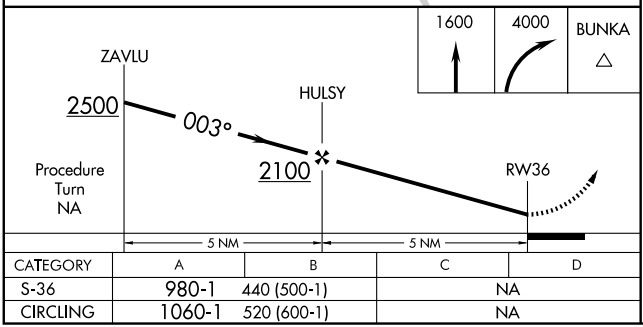
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct BUNKA WP and hold.

HULMAN APP CON ★ **119.25 339.8**

UNICOM **122.8** (CTAF) L



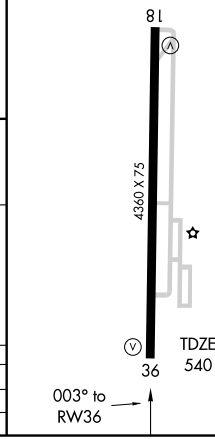


CATEGORY	A	B	C	D
S-36	980-1	440 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

ELEV 540

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L



EC-2, 03 JUN 2010 to 01 JUL 2010

NDB SIV 326	APP CRS 003°	Rwy Idg 4360 TDZE 540 Apt Elev 540

NDB RWY 36
SULLIVAN COUNTY (SIV)

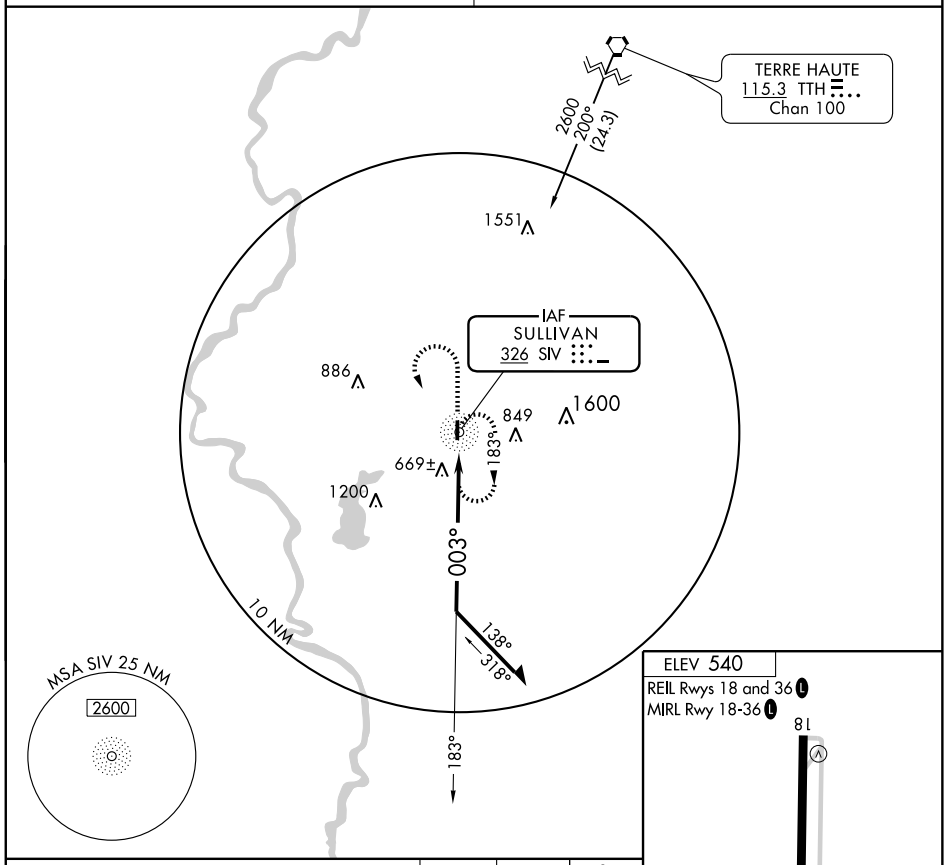
NA

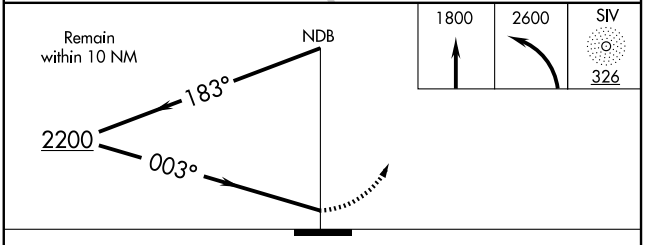
Use Terre Haute altimeter setting.

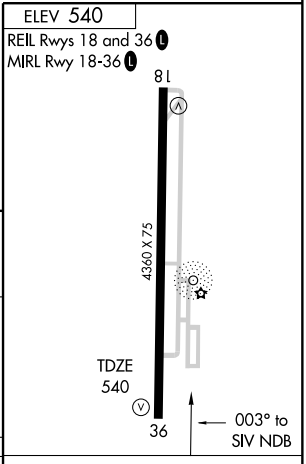
MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1080-1	540 (600-1)	NA	
CIRCLING	1080-1	540 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME RSV	APP CRS	Rwy Idg	N/A
108.4	056°	TDZE	N/A
Chan 21		Apt Elev	540

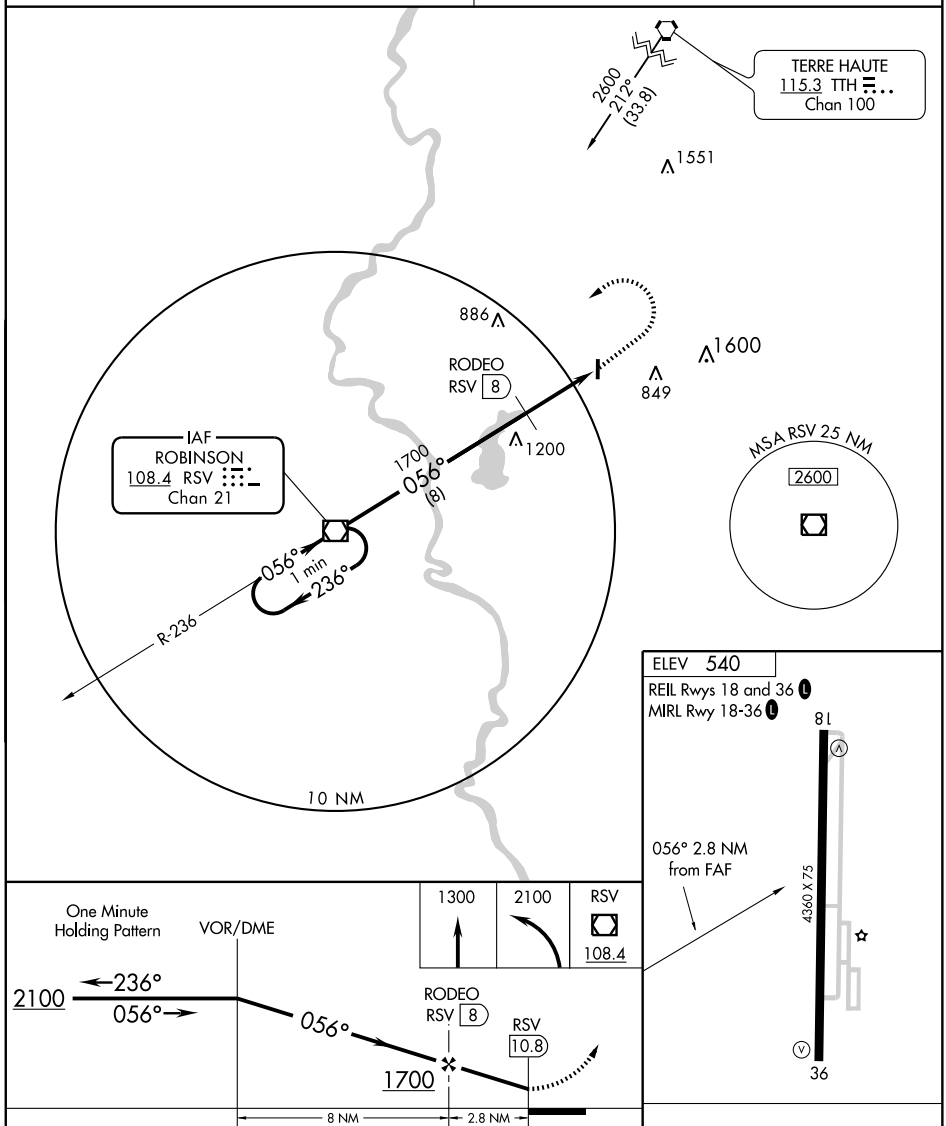
VOR/DME-A
SULLIVAN COUNTY (SIV)

▼ NA — Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

HULMAN APP CON ★ 119.25 339.8

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1	520 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB TEL	APP CRS		
206	150°	Rwy Idg	4400
		TDZE	659
		Apt Elev	659

NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

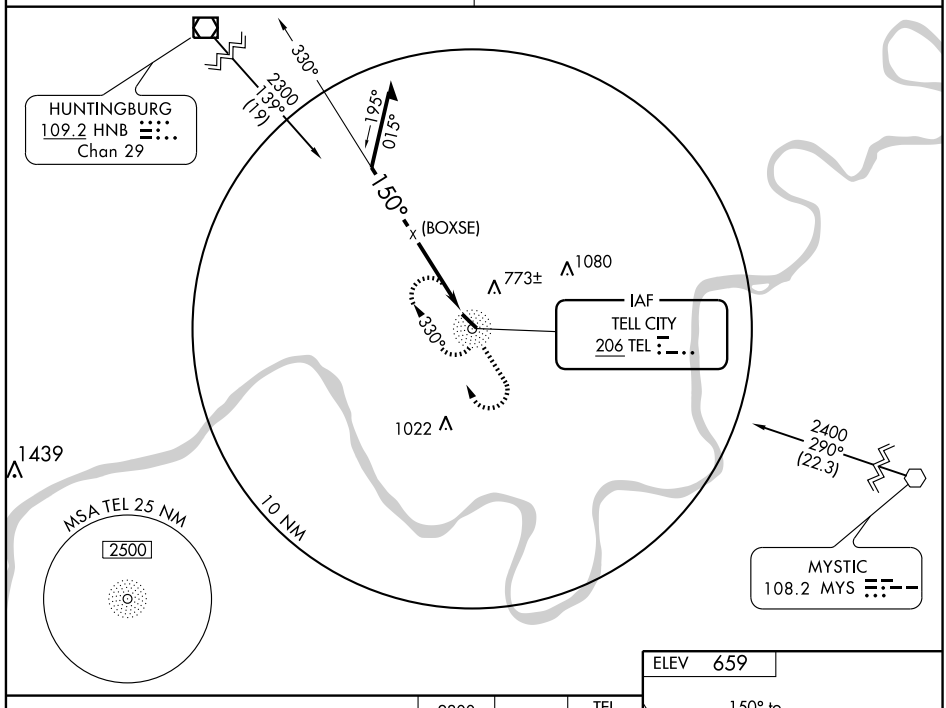
T
NA

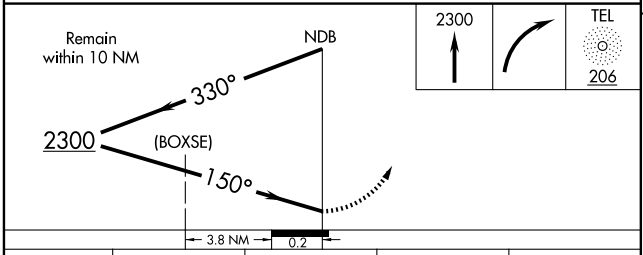
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

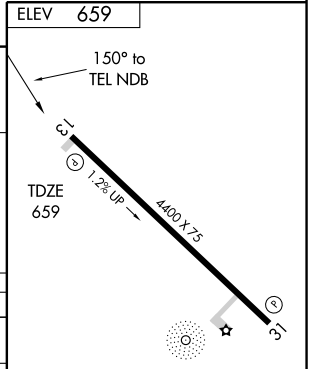
MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1140-1	481 (500-1)	1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1	481 (500-1)	1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1	601 (700-1)	1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

VOR or GPS RWY 31

TELL CITY / PERRY COUNTY MUNI (TEL)

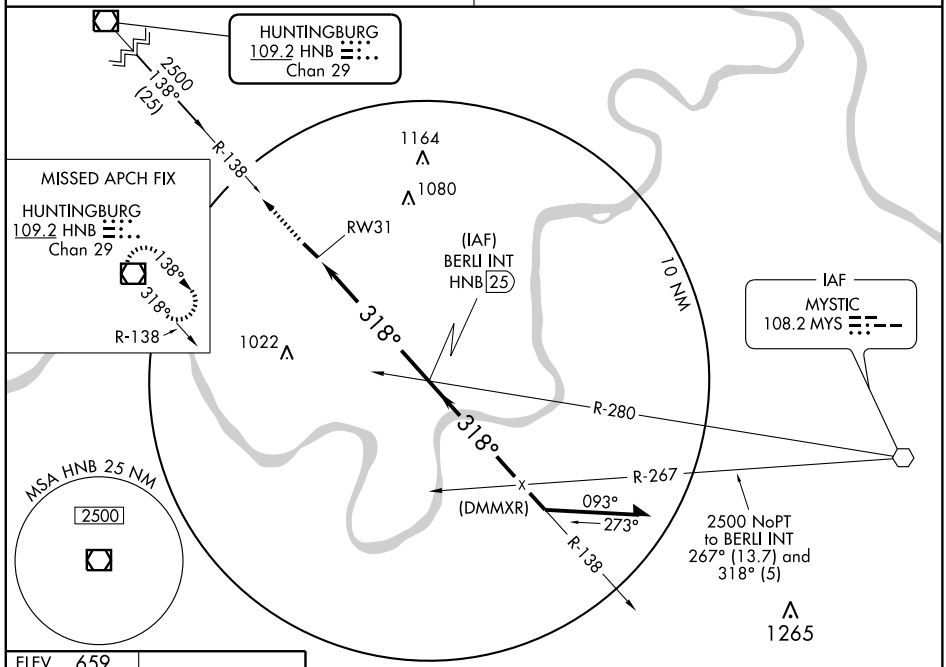
NA

Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

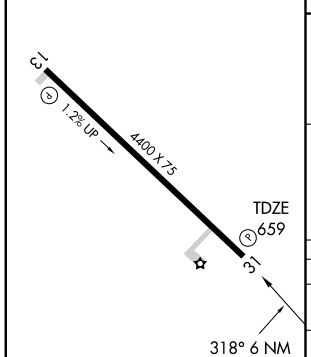
MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L

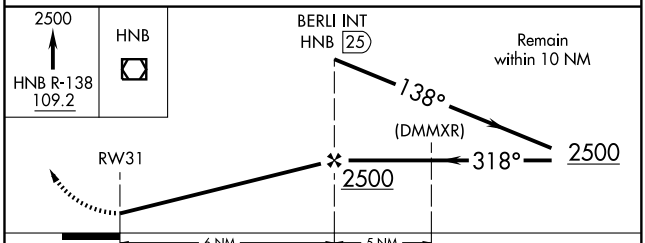


ELEV 659



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
Procdure NA at night.

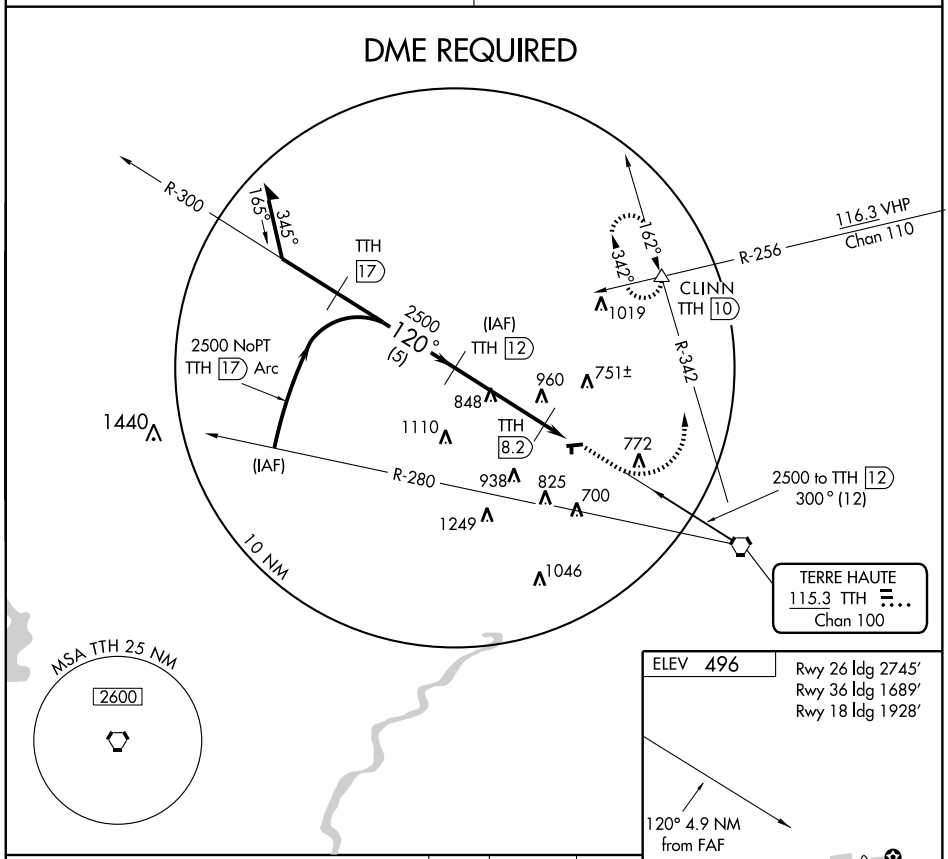
NA

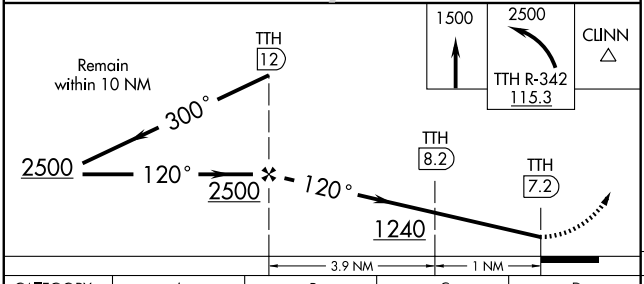
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CLINN Int and hold.

HULMAN APP CON ★ 125.45 339.8

UNICOM 122.8 (CTAF) L

DME REQUIRED





FAF to MAP 4.9 NM

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC TTH 115.3 Chan 100	APP CRS 300°	Rwy Idg N/A TDZE N/A Apt Elev 496

VOR or GPS-A

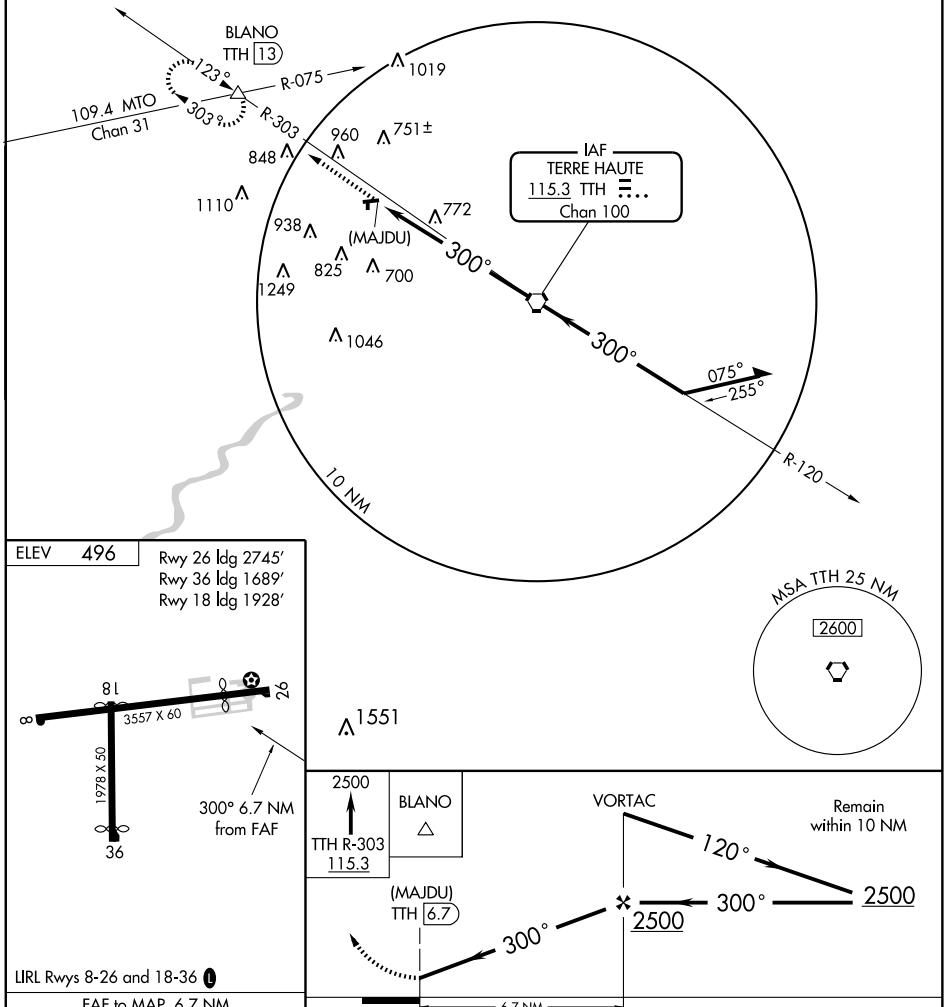
TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

HULMAN APP CON★ 125.45 339.8

UNICOM 122.8 (CTAF) L



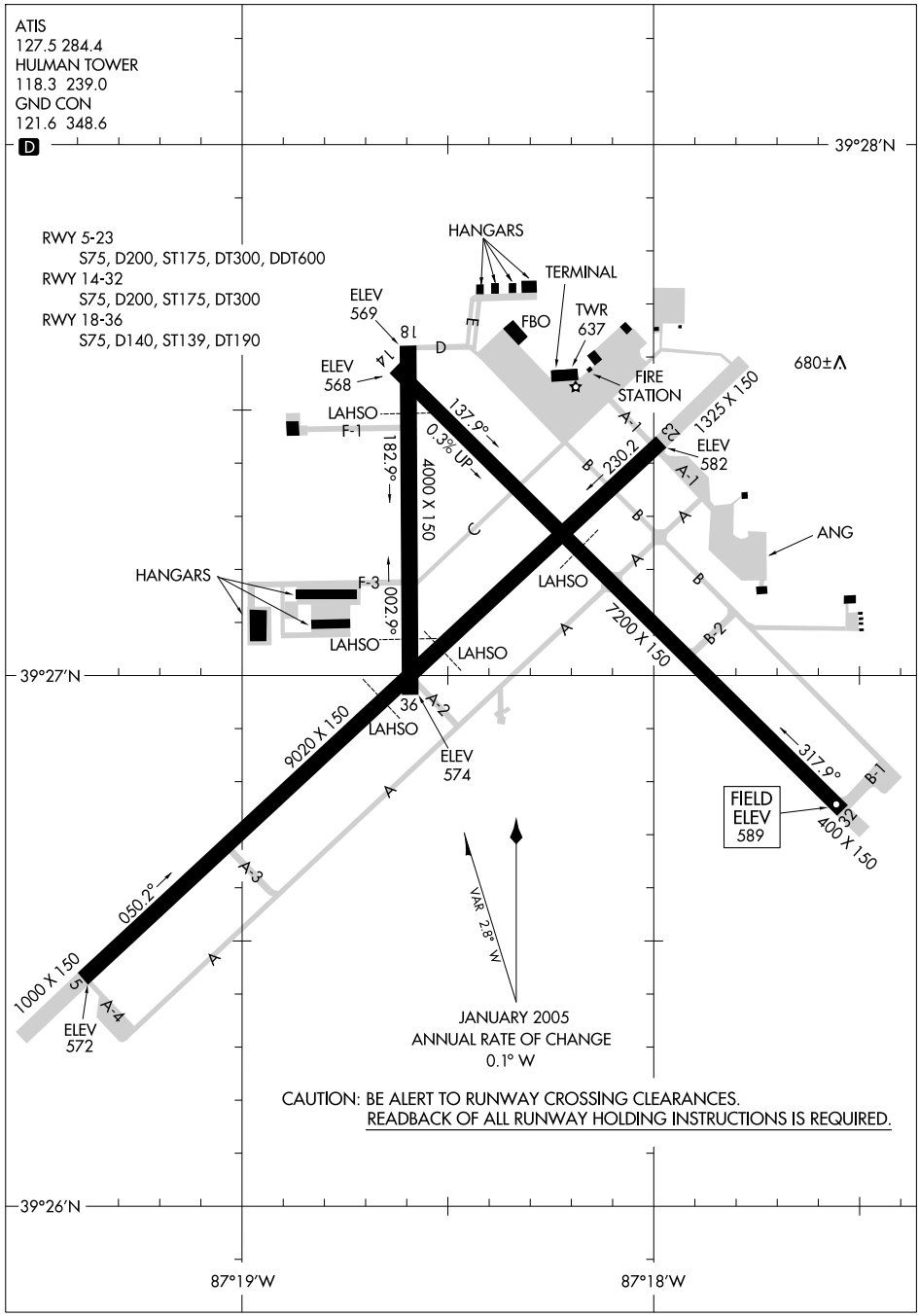
LIRL Rwys 8-26 and 18-36 L

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
CIRCLING	1100-1 604 (700-1)		NA	

EC-2. 03 JUN 2010 to 01 JUL 2010



EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	049°	TDZE	573
		Apt Elev	589

ILS or LOC RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

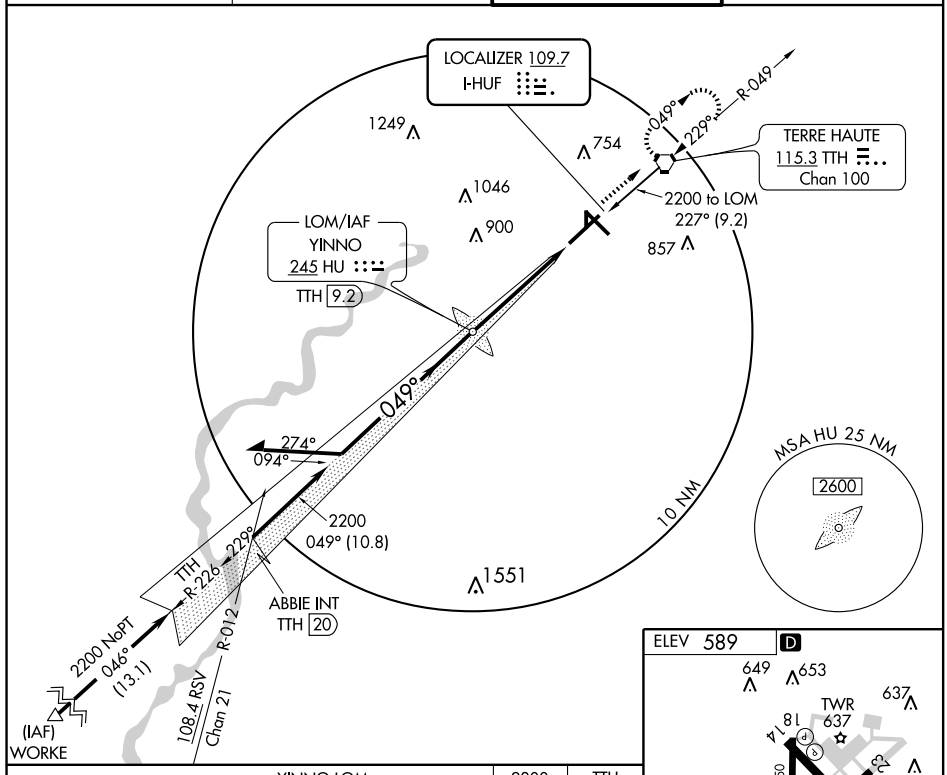
ASR

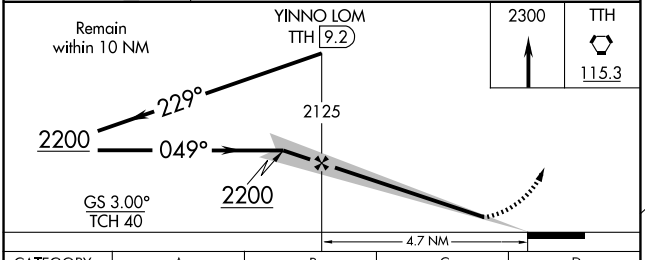
When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

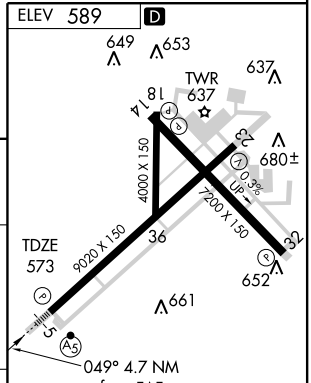
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON *	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-ILS 5	*773/24 200 (200-½)		*803/24	230 (300-½)
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-HUF	APP CRS	Rwy Idg	9020
109.7	229°	TDZE	583
		Apt Elev	589

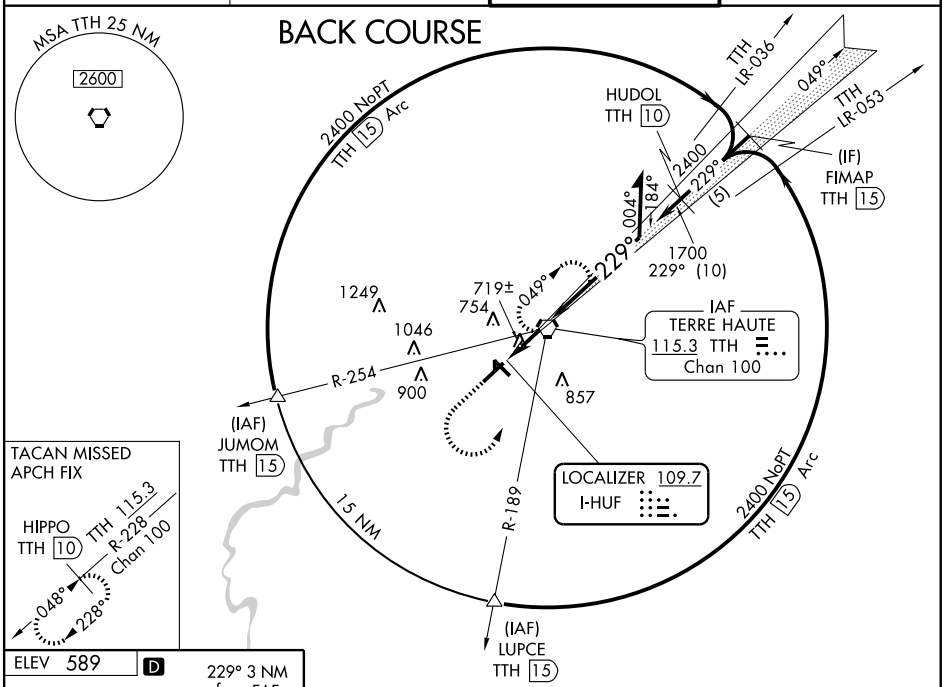
LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility ¼ mile.
ASR Circling NA for Cat E NW of Rwy 5-23.

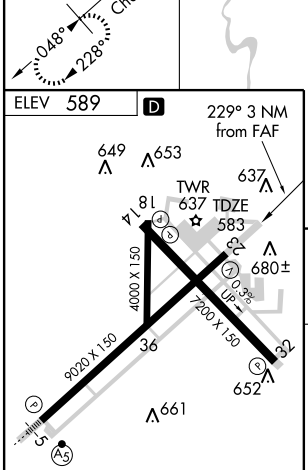
MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6



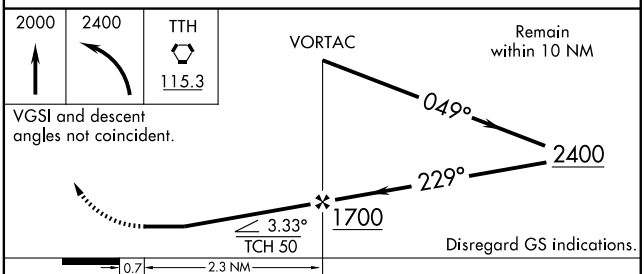
PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.

1600



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D	E
S-23	980-1	397 (400-1)		980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 82109 W05A	APP CRS 049°	Rwy Idg 9020 TDZE 573 Apt Elev 589

RNAV (GPS) RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

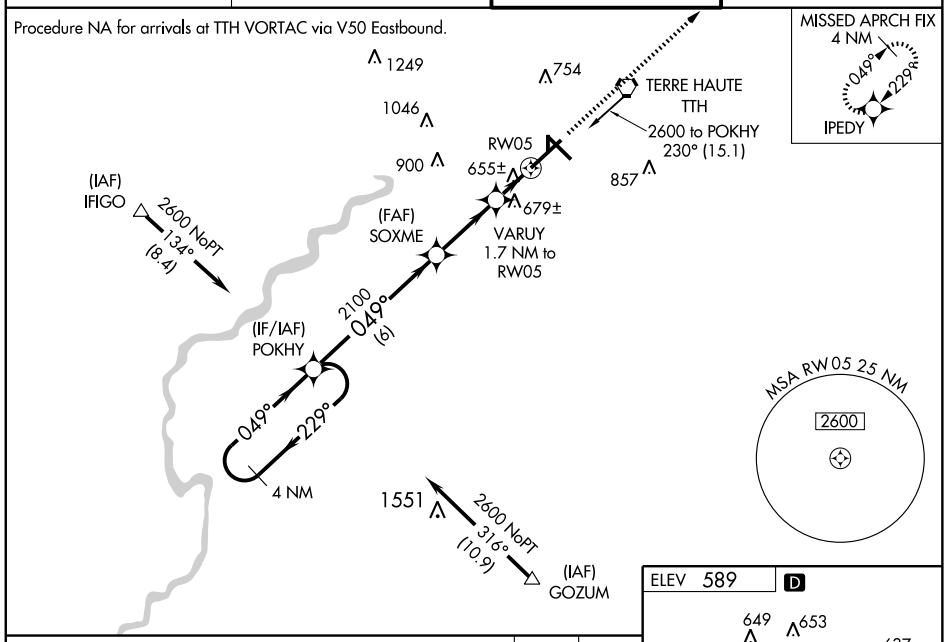
ASR

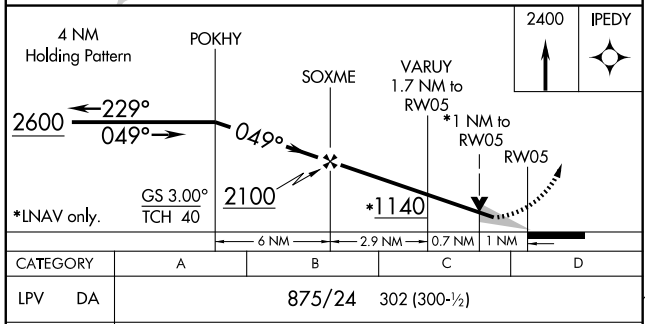
MALSR

MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

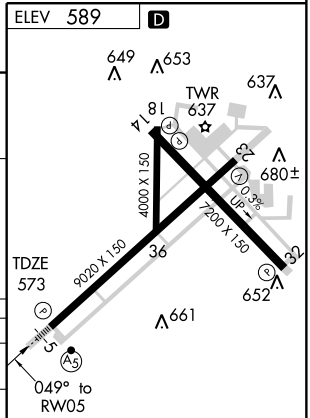
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

Procedure NA for arrivals at TTH VORTAC via V50 Eastbound.





CATEGORY	A	B	C	D
LPV DA	875/24 302 (300-½)			
LNAV/VNAV DA	924/40 351 (400-¾)			
LNAV MDA	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7200
137°	TDZE	578
	Apt Elev	589

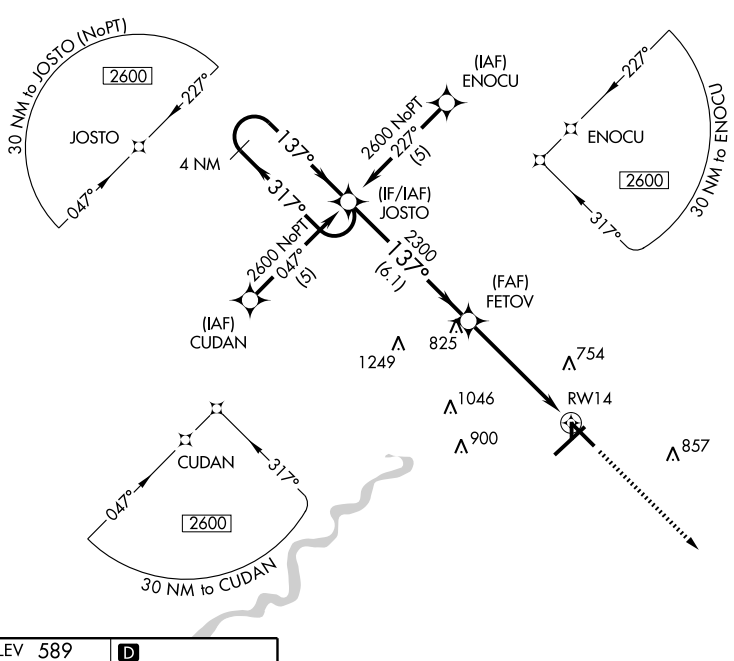
RNAV (GPS) RWY 14

TERRE HAUTE INTL-HULMAN FIELD (HUF)

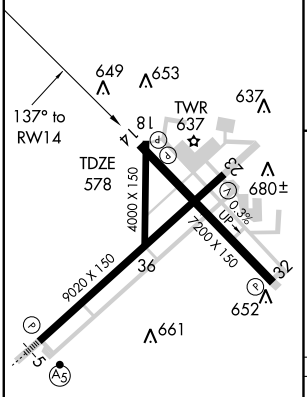
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
ASR VDP NA with Paris, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct CORIE and hold.

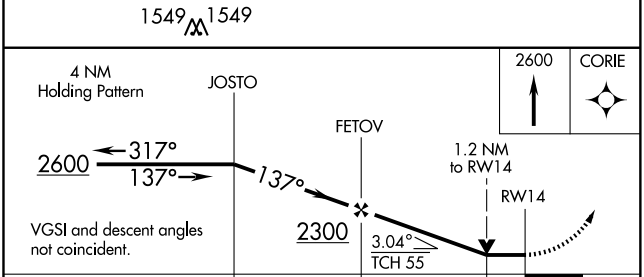
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	980-1 402 (400-1)		980-1¼ 402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9020
229°	TDZE	583
	Apt Elev	589

RNAV (GPS) RWY 23

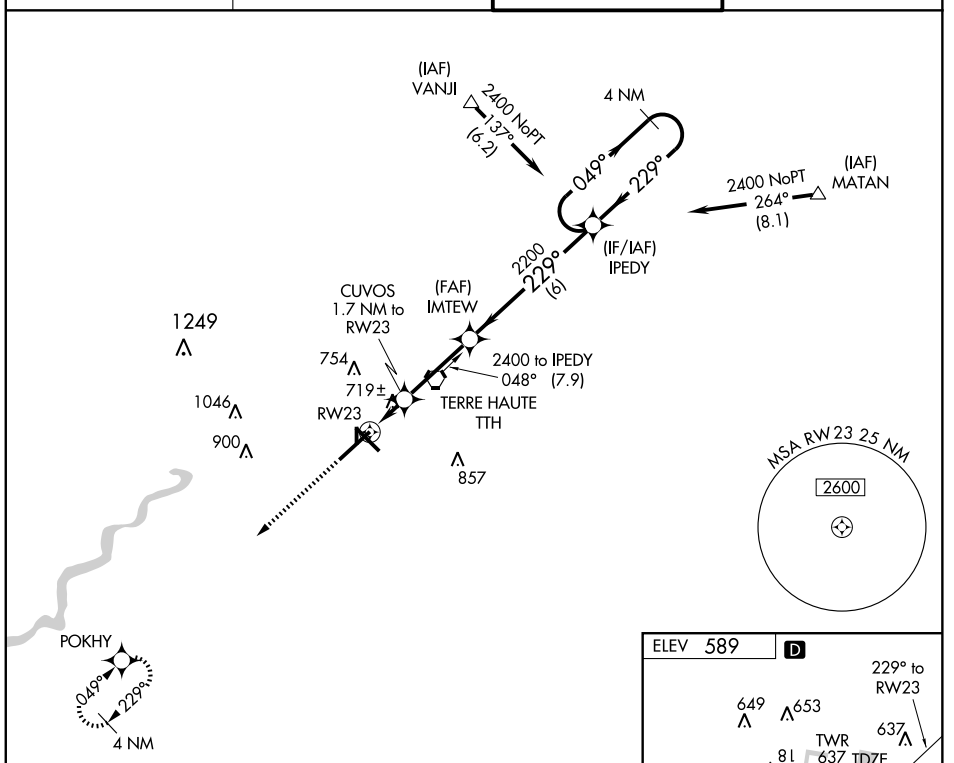
TERRE HAUTE INTL-HULMAN FIELD (HUF)

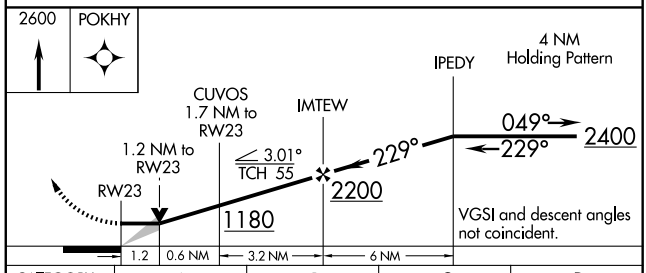
ASR

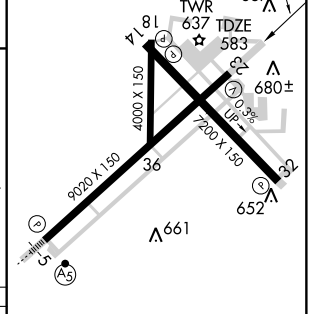
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7200
317°	TDZE	589
	Apt Elev	589

RNAV (GPS) RWY 32

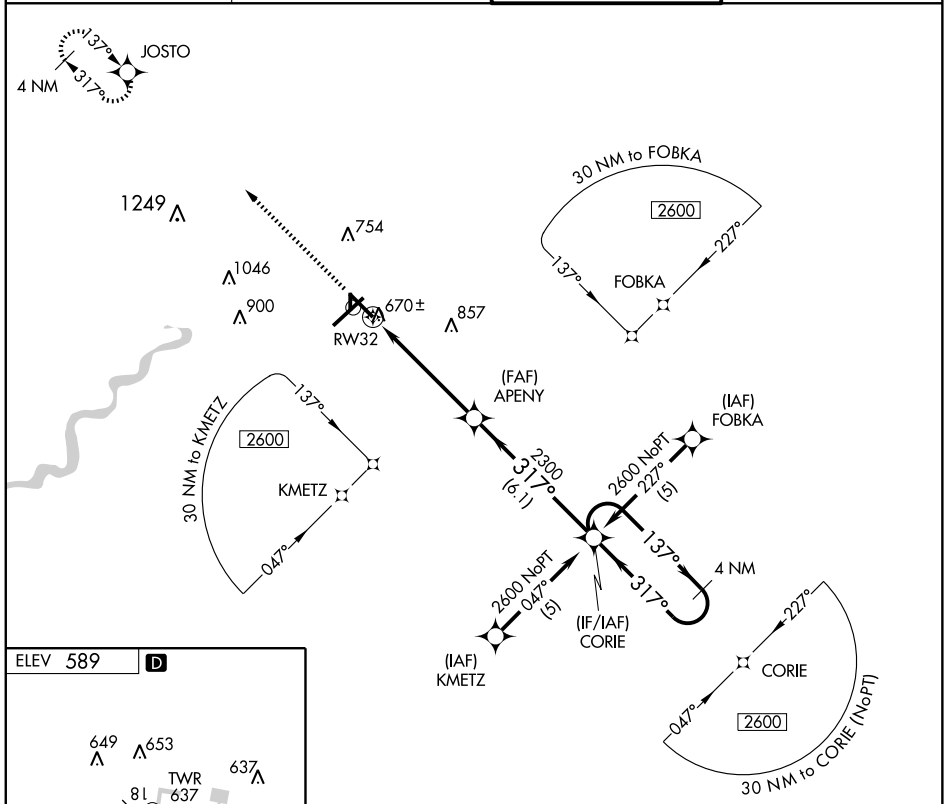
TERRE HAUTE INTL-HULMAN FIELD (HUF)

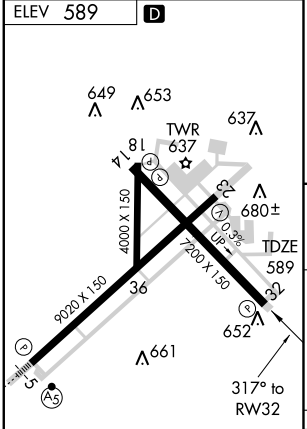
ASR

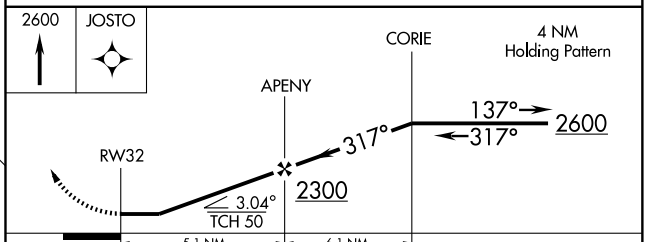
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

CATEGORY	A	B	C	D
LNAV MDA	920-1 331 (400-1)			
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	048°	TDZE	573
Chan 100		Apt Elev	589

VOR/DME RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

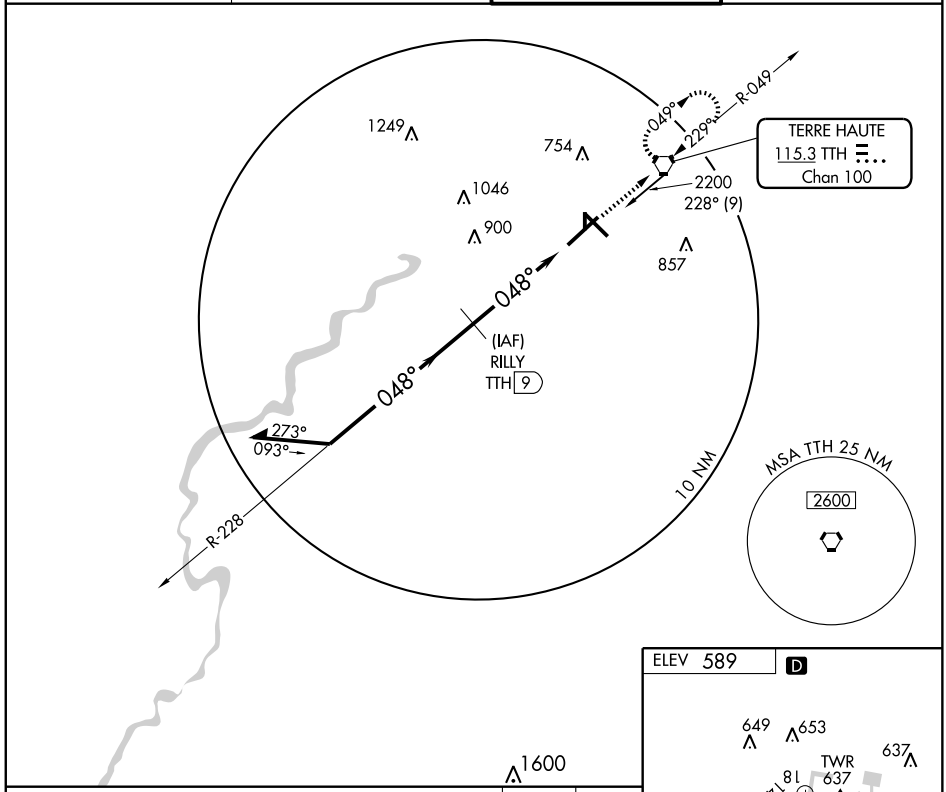
ASR

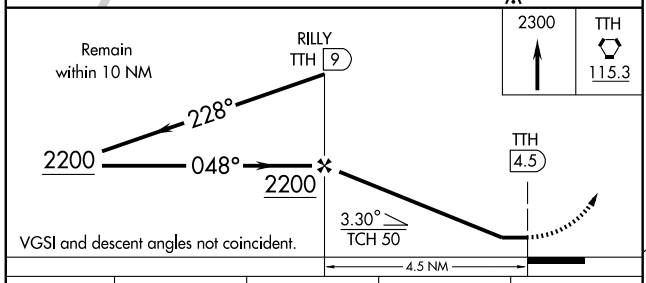
For inoperative MALSR, increase S-5 Cat D visibilty to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

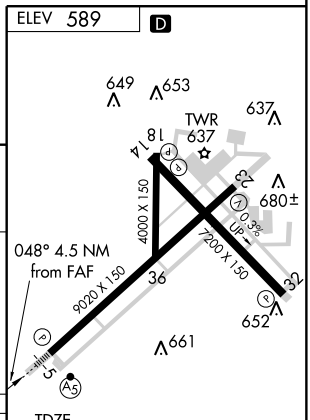
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 03 JUN 2010 to 01 JUL 2010

VORTAC TTH	APP CRS	Rwy Idg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

VOR RWY 23

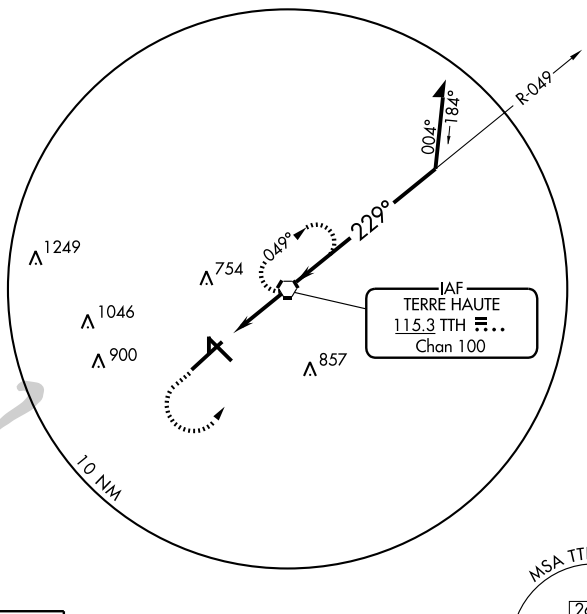
TERRE HAUTE INTL-HULMAN FIELD (HUF)

ASR

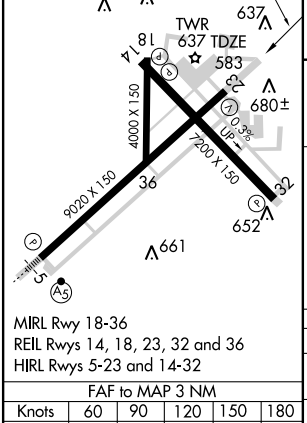
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

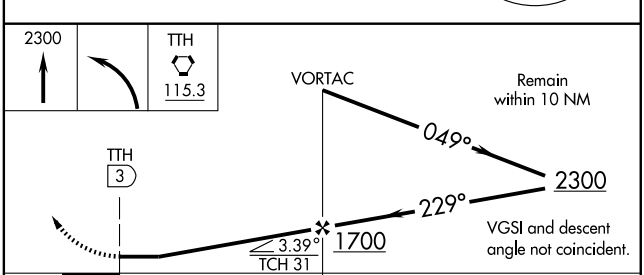
MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6









MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-VPZ	APP CRS	Rwy Idg	6500
109.7	272°	TDZE	770
		Apt Elev	771

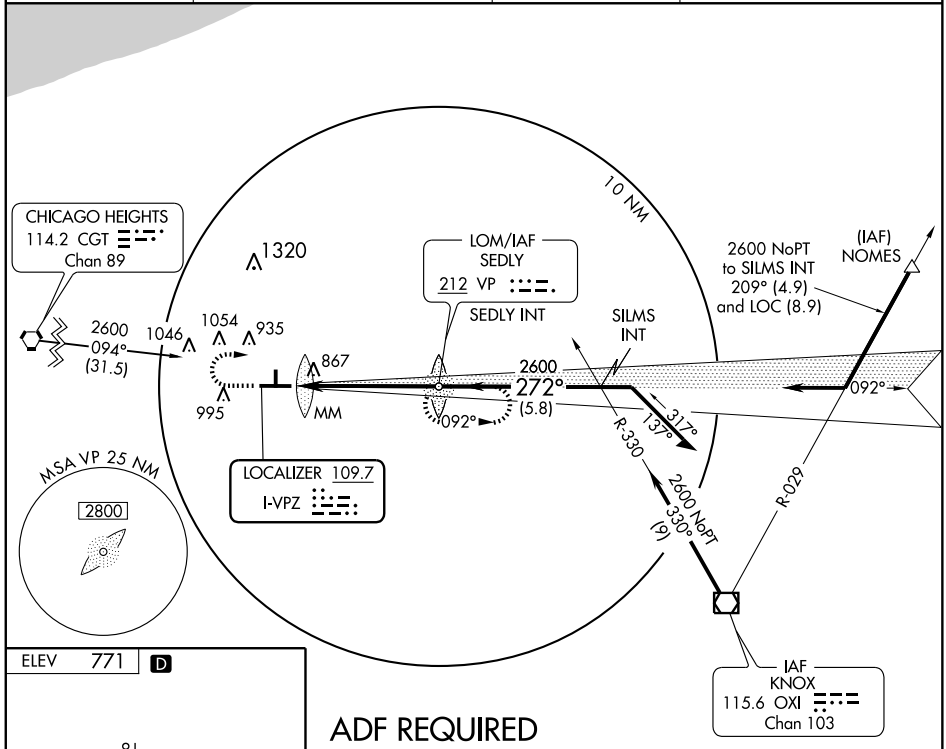
ILS RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

MALSR

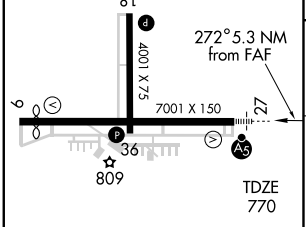
MISSED APPROACH: Climb to 1400, then climbing right turn ot 2600 direct SEDLY LOM and hold.

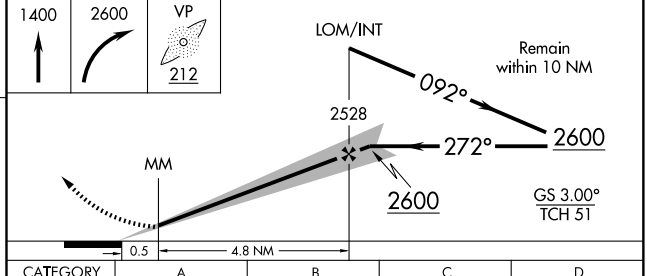
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ADF REQUIRED

ELEV 771 D





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 42606 W09A	APP CRS 092°	Rwy Idg 6500 TDZE 769 Apt Elev 770

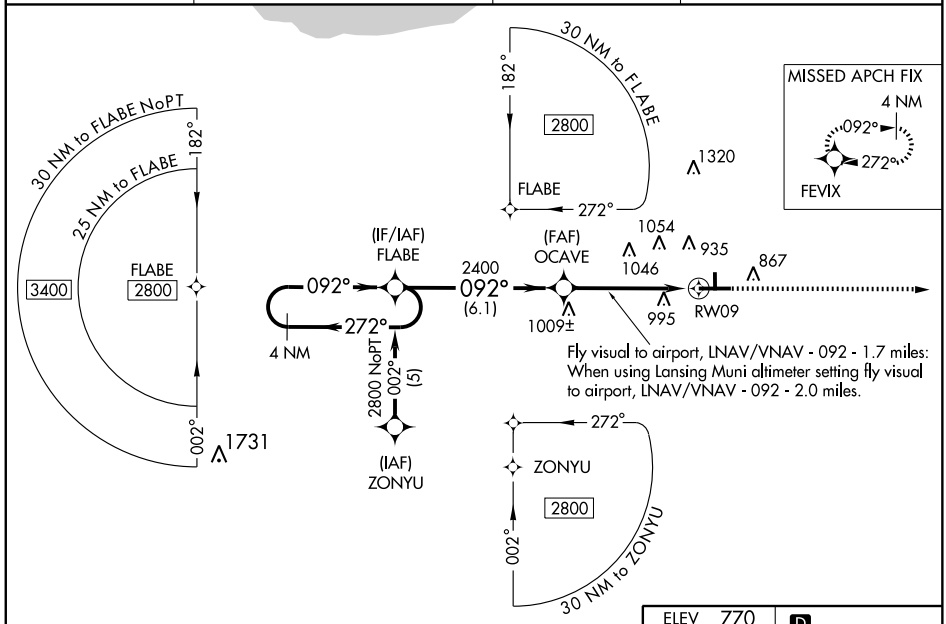
RNAV (GPS) RWY 9

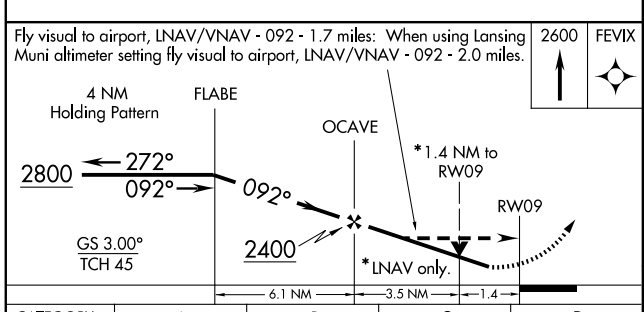
VALPARAISO / PORTER COUNTY MUNI (VPZ)

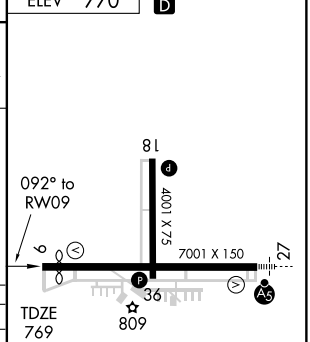
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1038-1 269 (300-1)			
LNAV/VNAV DA	1369-2 600 (600-2)			
LNAV MDA	1260-1 491 (500-1)		1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4001
CH 82406	182°	TDZE	770
W18A		Apt Elev	770

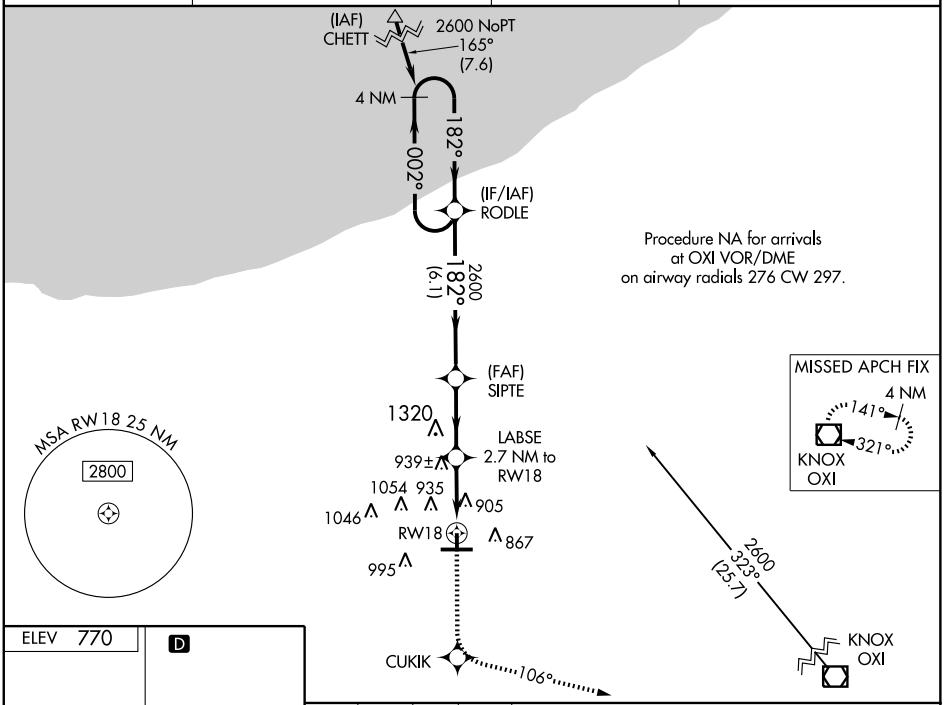
RNAV (GPS) RWY 18

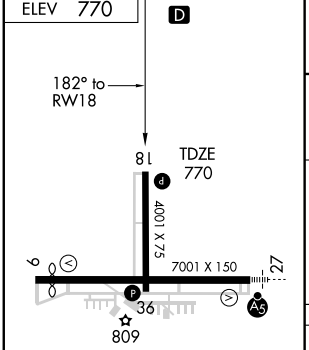
VALPARAISO / PORTER COUNTY MUNI (VPZ)

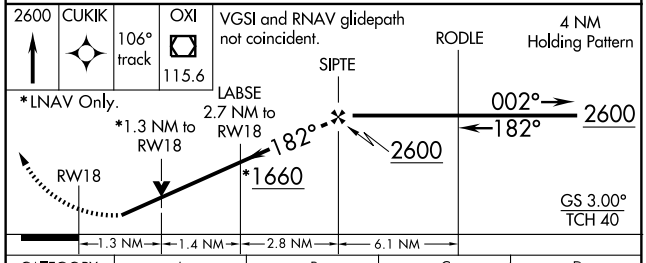
T A When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct CUKIK and via 106° track to OXI VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1¼ 350 (400-1¼)		NA	NA
LNAV/VNAV DA	1233-1¾ 463 (500-1¾)		NA	NA
LVAV MDA	1200-1 430 (500-1)		NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86806 W27A	APP CRS 272°	Rwy Idg 6500 TDZE 770 Apt Elev 770

RNAV (GPS) RWY 27

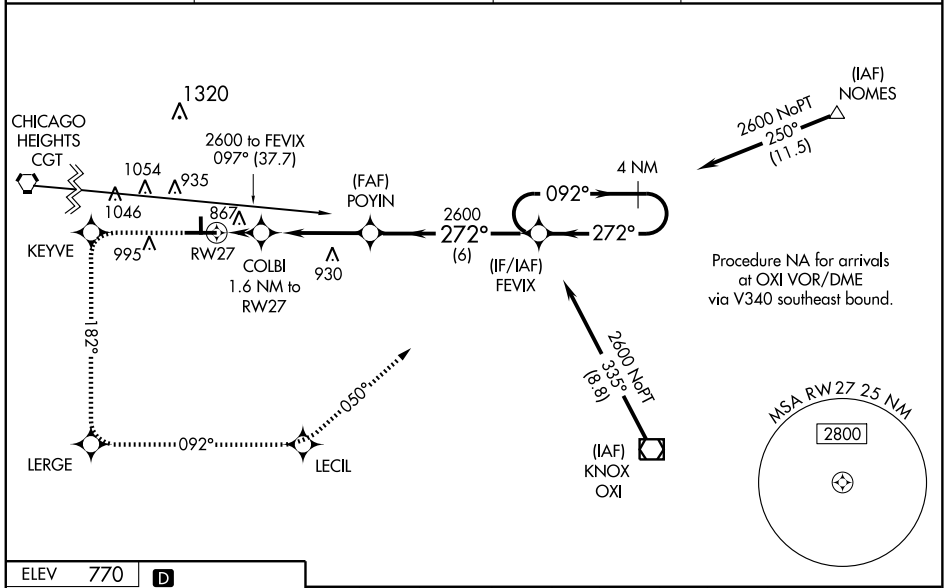
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

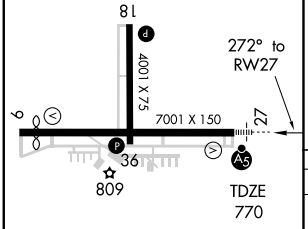
MALSR

MISSED APPROACH: Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

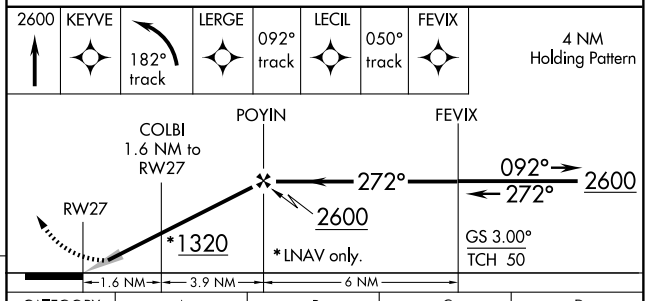
ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



ELEV 770 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1020-½		250 (300 -½)	
LNAV/VNAV DA	1201-1		431 (500 -1)	
LNAV MDA	1180-½	410 (500 -½)	1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

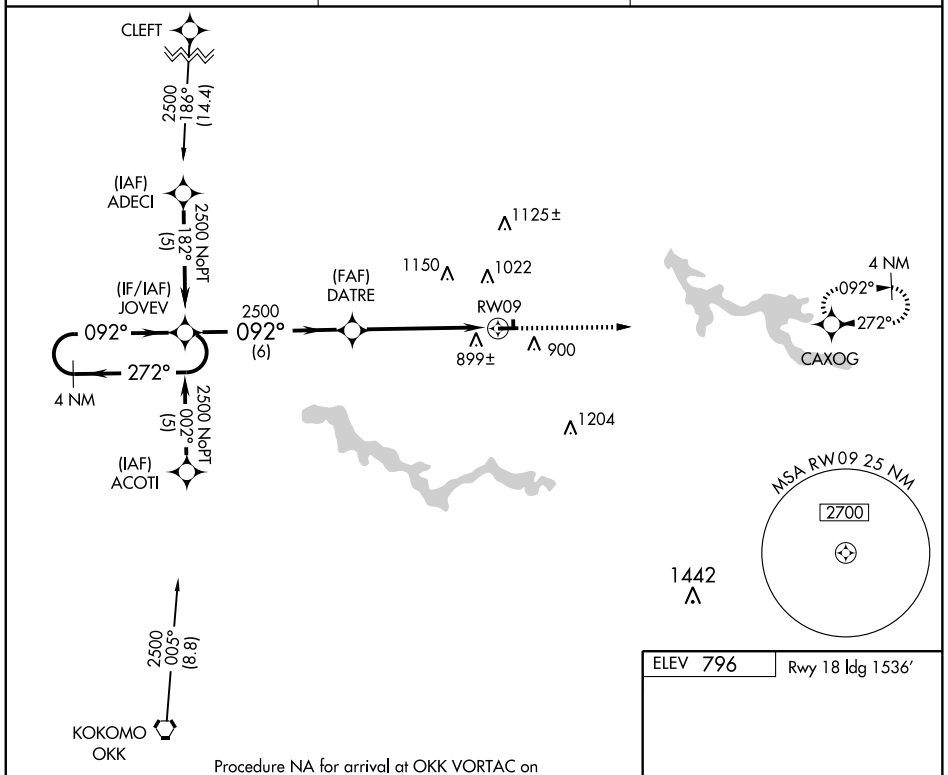
EC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4401
092°	TDZE	796
	Apt Elev	796

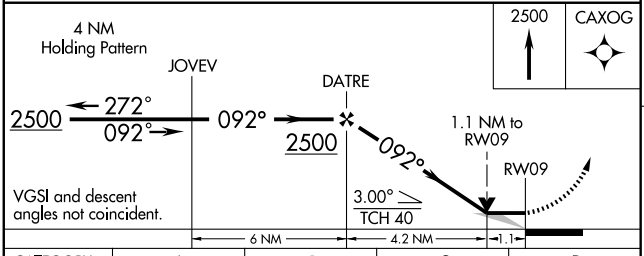
RNAV (GPS) RWY 9
WABASH MUNI (IWH)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.





ELEV 796 | Rwy 18 ldg 1536′

CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2. 03 JUN 2010 to 01 JUL 2010

WABASH, INDIANA

AL-5602 (FAA)

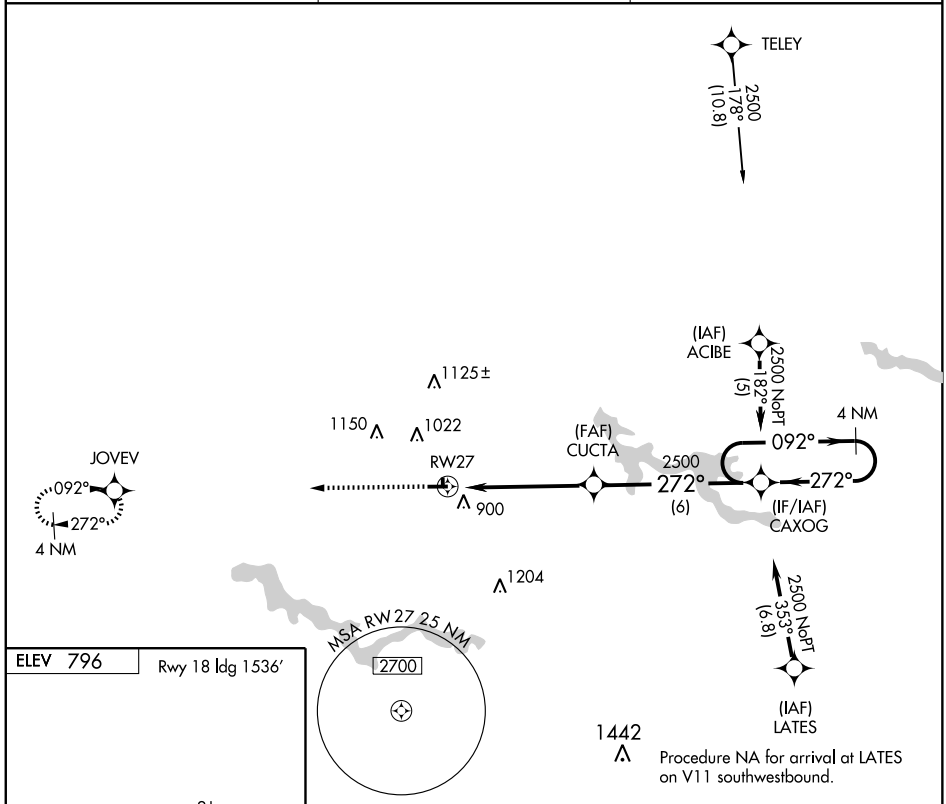
APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

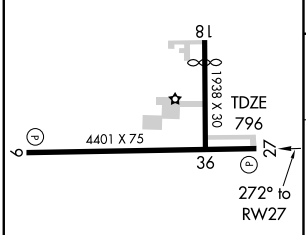
RNAV (GPS) RWY 27

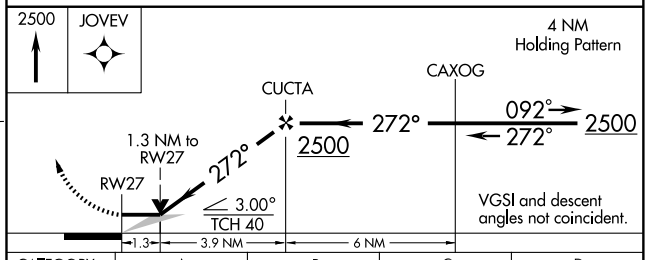
WABASH MUNI (IWH)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 444 (500-1)		1240-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

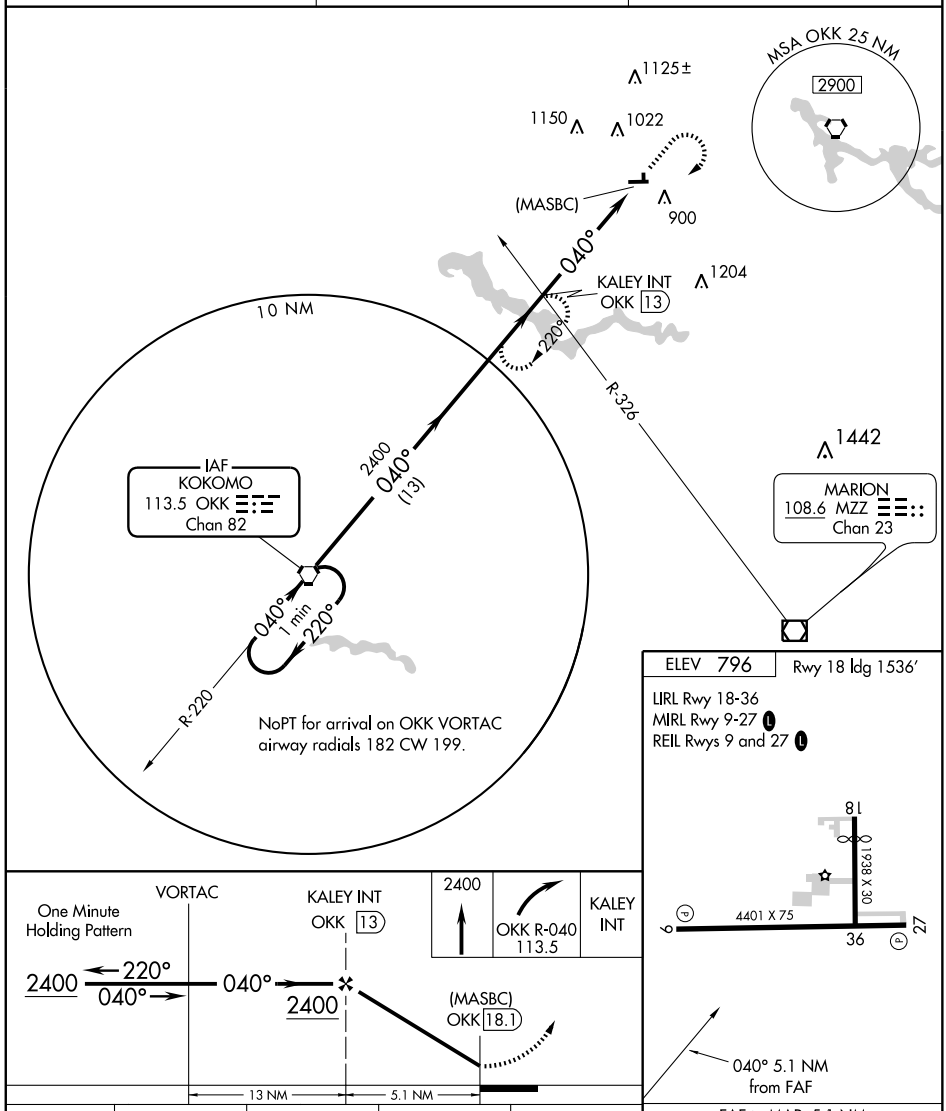
VORTAC OKK	APP CRS	Rwy Idg	N/A
113.5	040°	TDZE	N/A
Chan 82		Apt Elev	796

VOR or GPS-A
WABASH MUNI (IWH)

⚠ NA — Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

KOKOMO AWOS-3	GRISSOM APP CON ★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



ELEV 796 — Rwy 18 ldg 1536'

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

2400	OKK R-040 113.5	KALEY INT

CATEGORY	A	B	C	D
CIRCLING	1300-1 505 (600-1)		1420-1¾ 625 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2. 03 JUN 2010 to 01 JUL 2010

ILS or LOC/DME RWY 27

WARSAW MUNI (ASW)

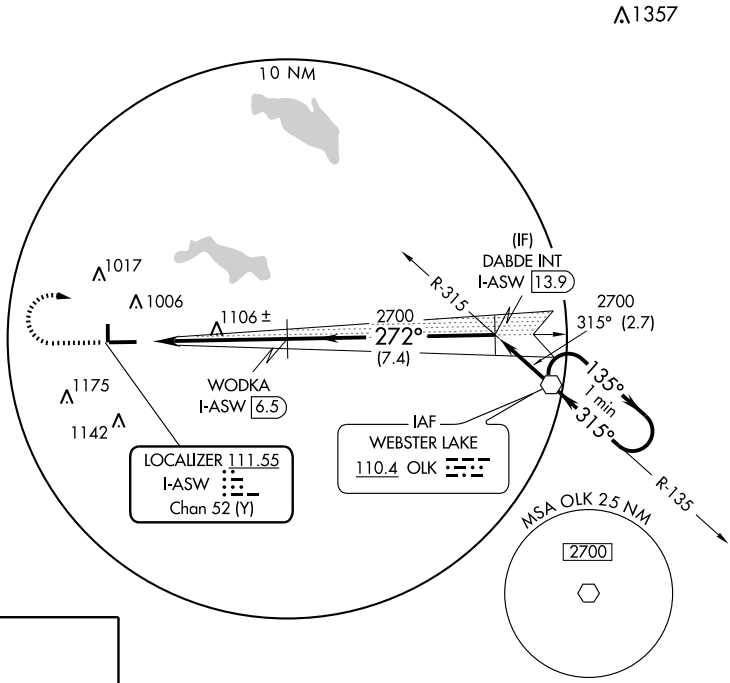
LOC/DME I-ASW	APP CRS	Rwy Idg	5100
111.55	272°	TDZE	847
Chan 52 (Y)		Apt Elev	850

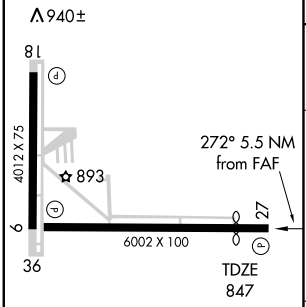
Visibility reduction by helicopters NA.

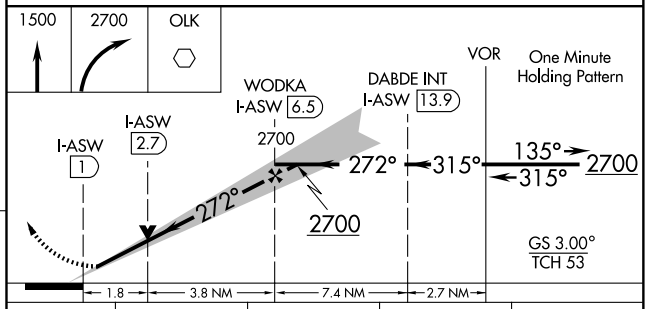
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1105-¾ 258 (300-¾)			
S-LOC 27	1460-1 613 (700-1)		1460-1¾ 613 (700-1¾)	1460-2 613 (700-2)
CIRCLING	1460-1 610 (700-1)		1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 03 JUN 2010 to 01 JUL 2010

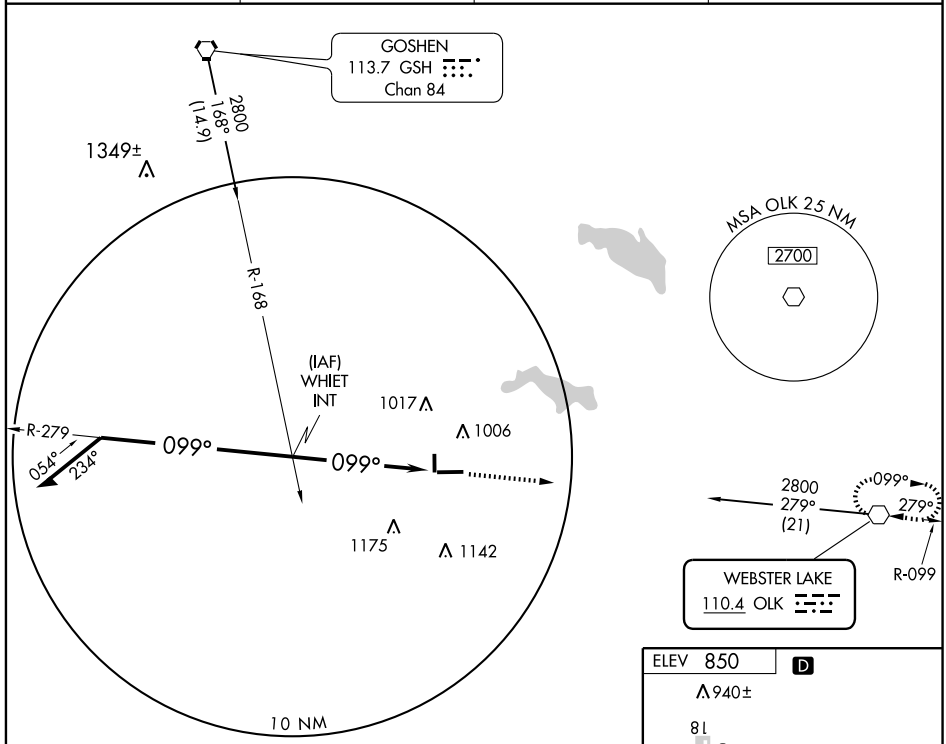
VOR or GPS RWY 9

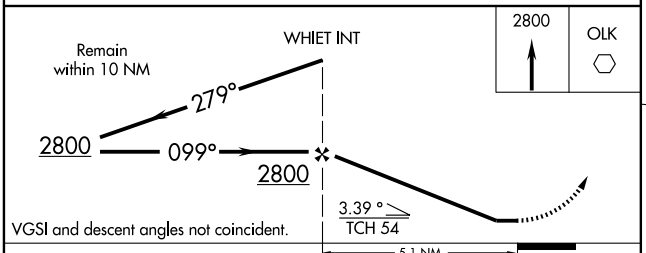
WARSAW MUNI (ASW)

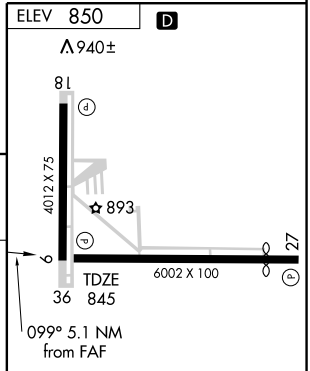
VOR OLK	APP CRS	Rwy Idg	5100
110.4	099°	TDZE	848
		Apt Elev	850

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1340-1	495 (500-1)	1340-1¼ 495 (500-1¼)	1340-1½ 495 (500-1½)
CIRCLING	1340-1	490 (500-1)	1340-1½ 490 (500-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 03 JUN 2010 to 01 JUL 2010

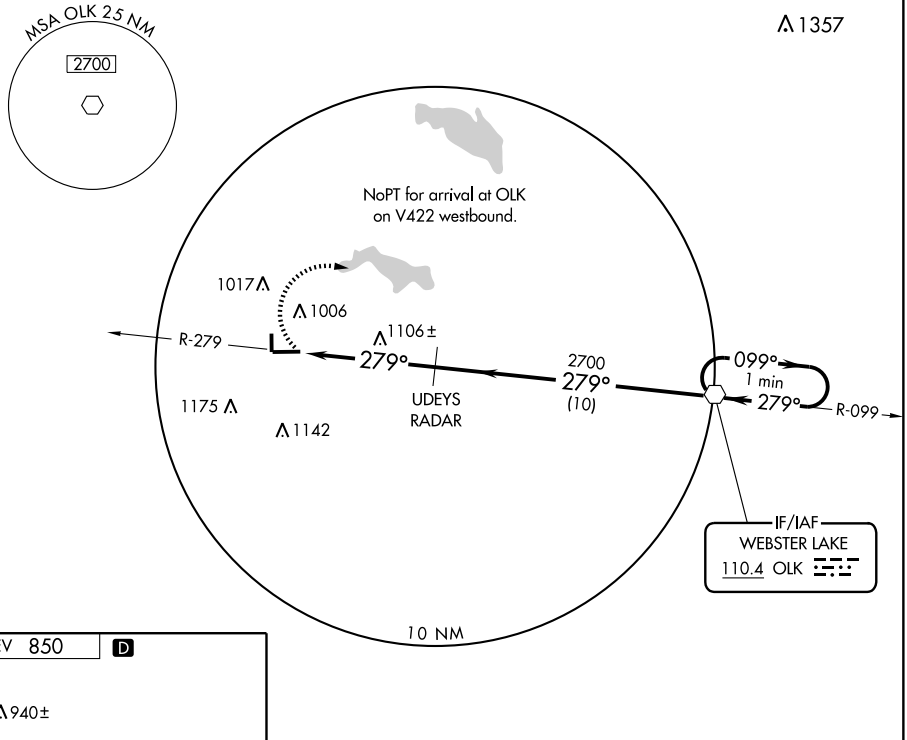
VOR RWY 27
WARSAW MUNI (ASW)

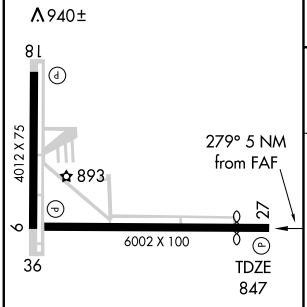
VOR OLK	APP CRS	Rwy Idg	5100
110.4	279°	TDZE	847
		Apt Elev	850

Visibility reduction by helicopters NA.
Radar Required.

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

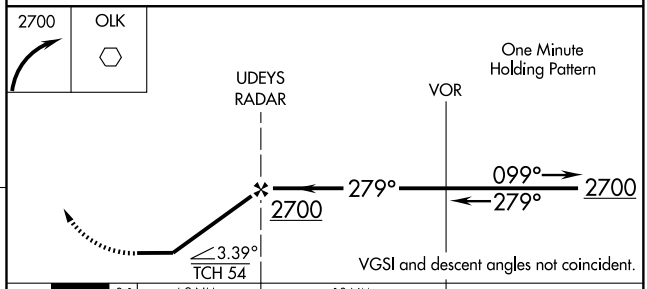
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L





HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-27	1460-1	613 (700-1)	1460-1¾ 613 (700-1¾)	1460-2 613 (700-2)
CIRCLING	1460-1	610 (700-1)	1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

EC-2. 03 JUN 2010 to 01 JUL 2010

NDB DCY 212	APP CRS 190°	Rwy Idg 4306 TDZE 473 Apt Elev 473

NDB RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

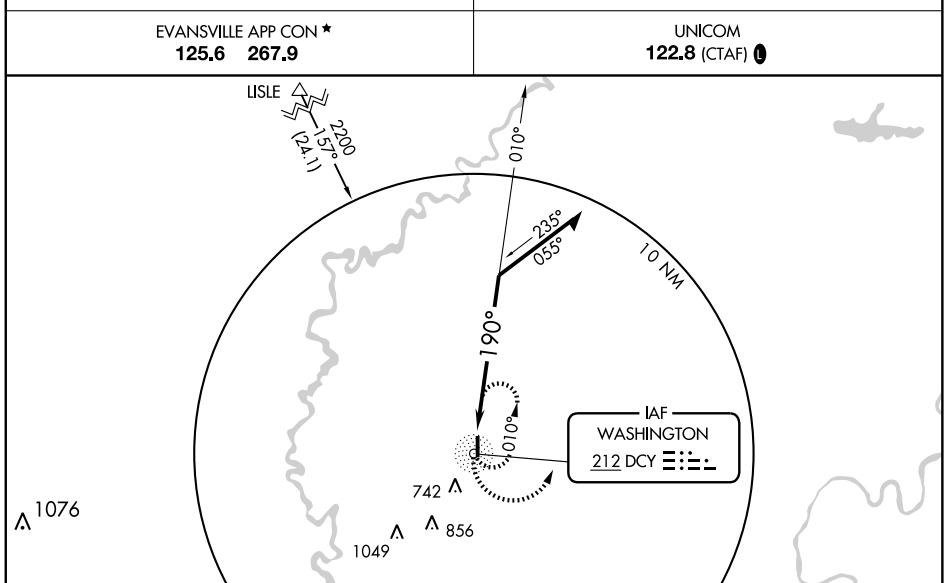
NA

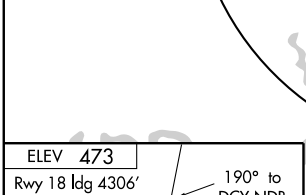
Use Evansville altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct DCY NDB and hold.

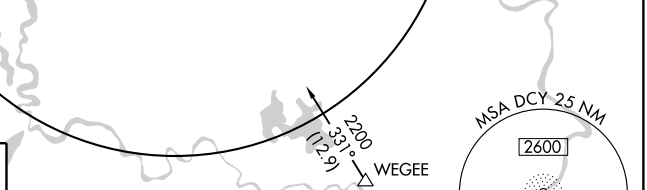
EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L





REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1120-1	647 (700-1)	1120-1¾ 647 (700-1¾)	1120-2 647 (700-2)
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

EC-2, 03 JUN 2010 to 01 JUL 2010

WASHINGTON, INDIANA

AL-5969 (FAA)

APP CRS	Rwy Idg	4306
183°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

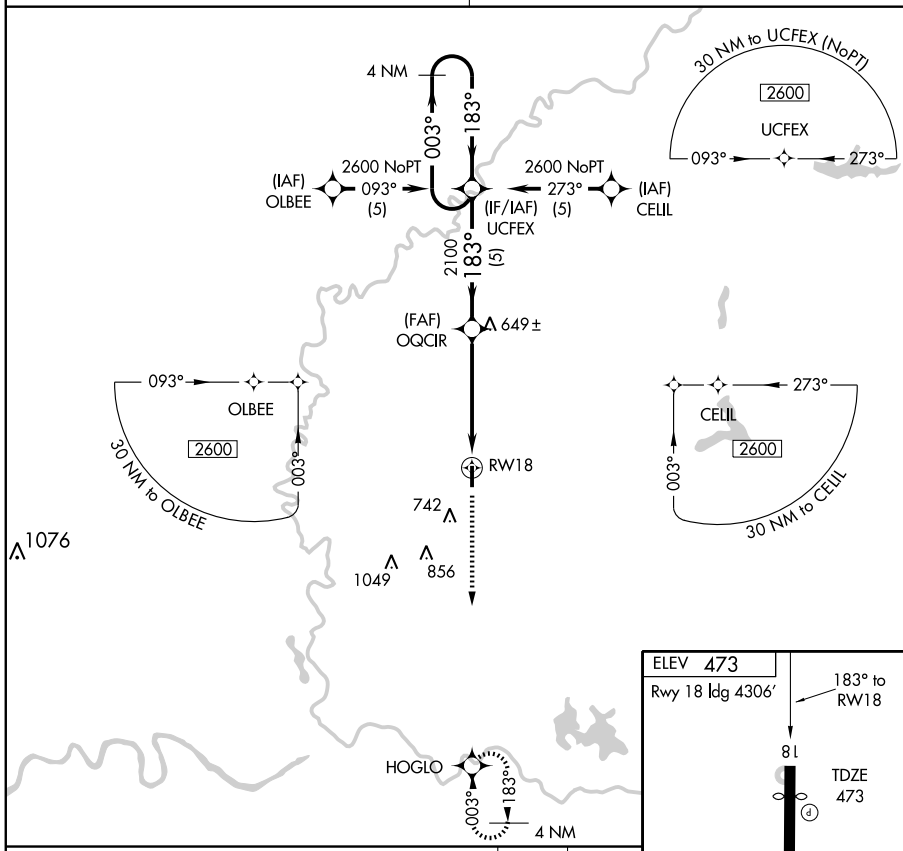
Use Evansville altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

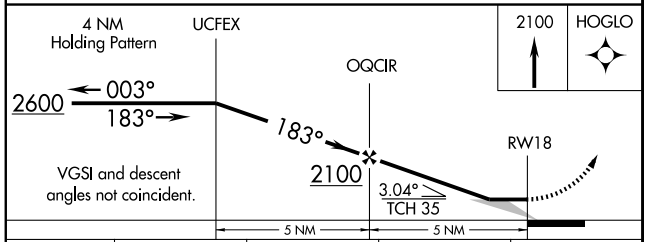
NA

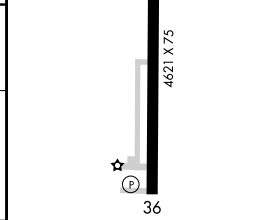
MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 507 (600-1)		980-1½ 507 (600-1½)	
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

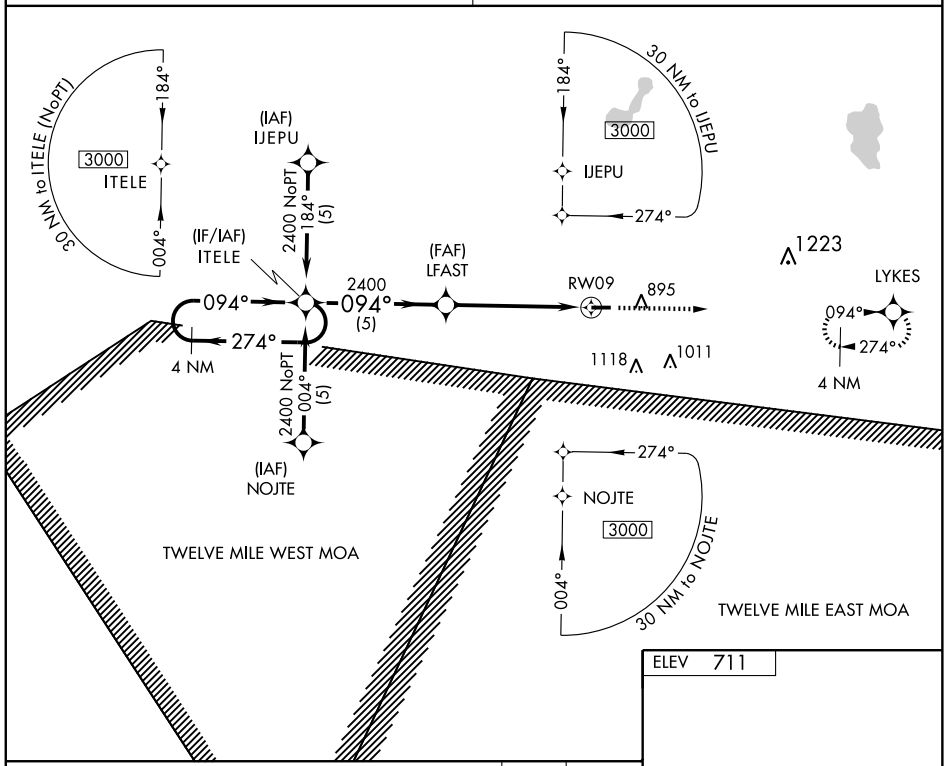
EC-2. 03 JUN 2010 to 01 JUL 2010

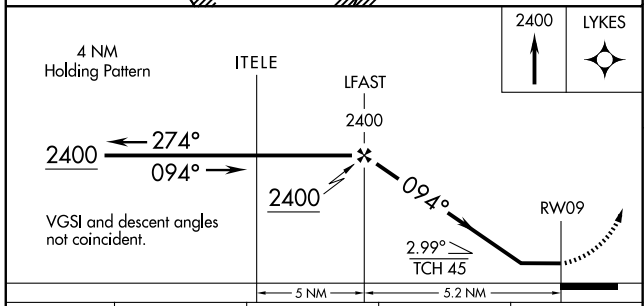
APP CRS	Rwy ldg	4200
094°	TDZE	708
	Apt Elev	711

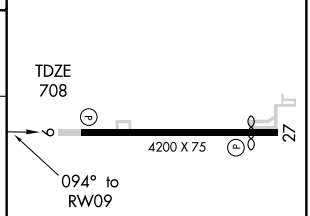
RNAV (GPS) RWY 9

WINAMAC/ ARENS FIELD (RWN)

⚠ NA — Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

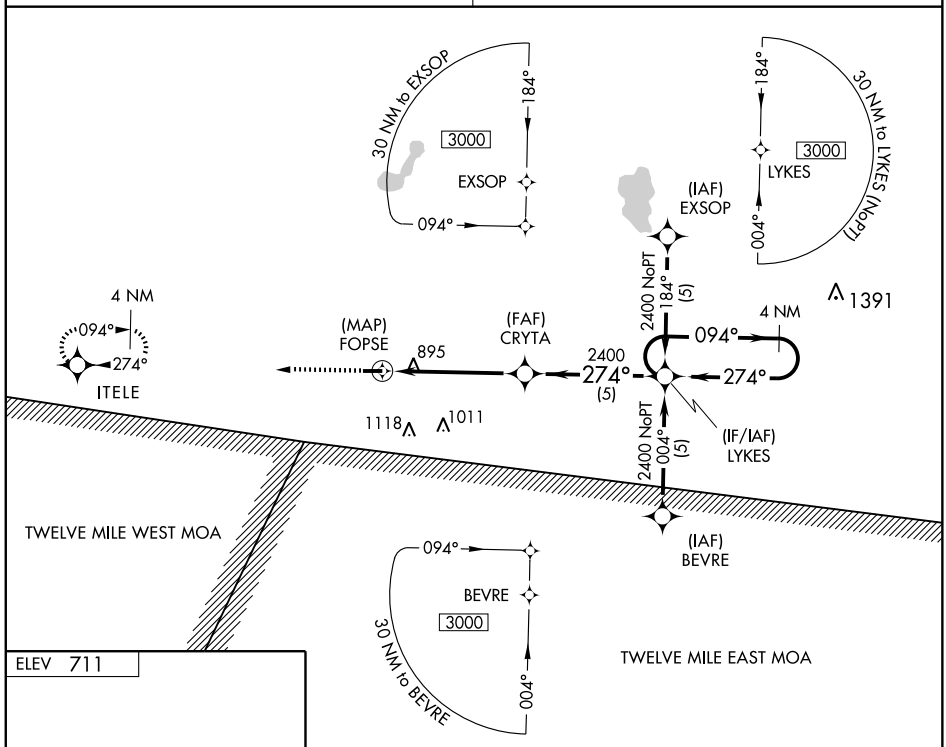
EC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3640
274°	TDZE	708
	Apt Elev	711

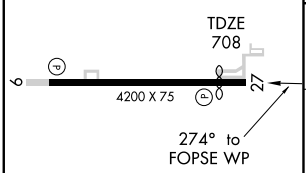
RNAV (GPS) RWY 27

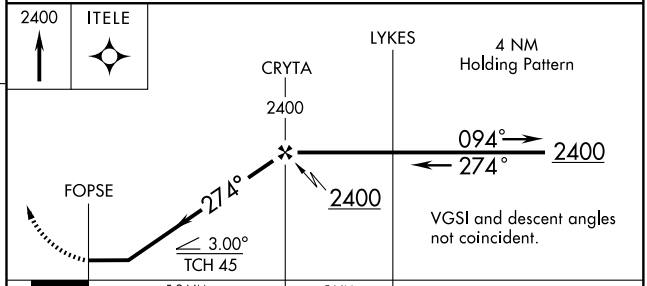
WINAMAC/ ARENS FIELD (RWN)

⚠ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)



ELEV 711





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

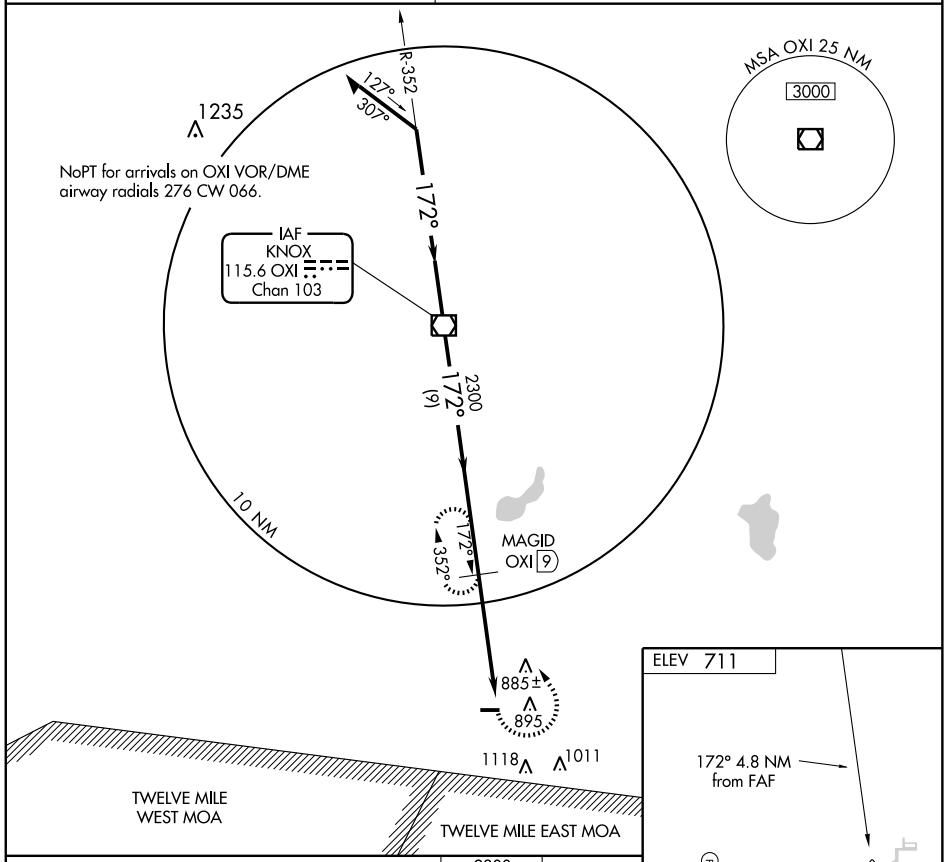
REIL Rwys 9 and 27
LIRL Rwy 9-27

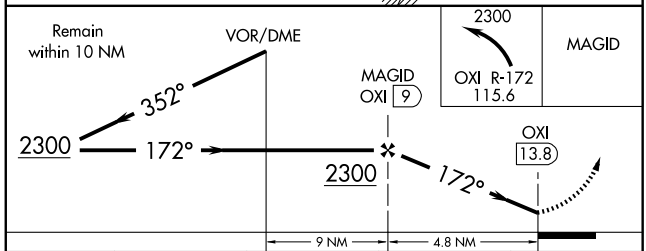
VOR/DME OXI	APP CRS	Rwy Idg	N/A
115.6	172°	TDZE	N/A
Chan 103		Apt Elev	711

VOR/DME-A

WINAMAC/ARENS FIELD (RWN)

⚠ NA Use Valparaiso/Porter County Muni altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

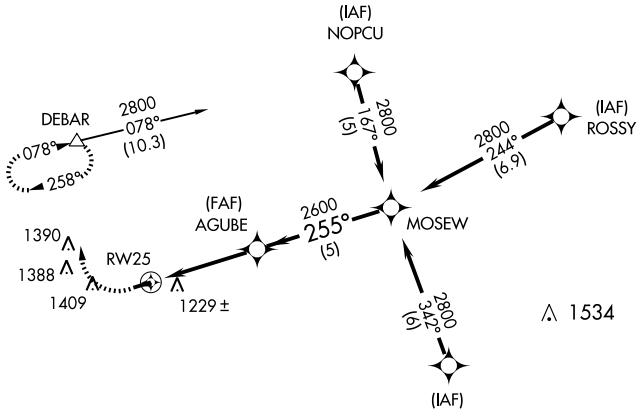
EC-2, 03 JUN 2010 to 01 JUL 2010

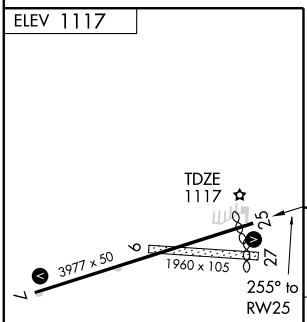
APP CRS	Rwy Idg	3783
255°	TDZE	1117
	Apt Elev	1117

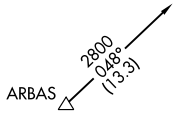
GPS RWY 25

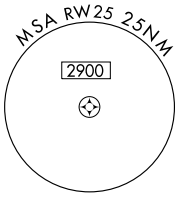
WINCHESTER/ RANDOLPH COUNTY (I22)

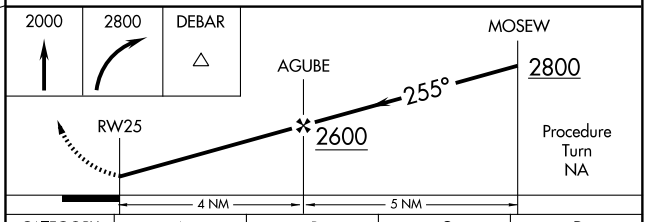
⚠ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) L











CATEGORY	A	B	C	D
S-25	1580-1 463 (500-1)		1580-1¼ 463 (500-1¼)	NA
CIRCLING	1660-1 543 (600-1)		1660-1½ 543 (600-1½)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	292°	TDZE	N/A
Chan 92		Apt Elev	1117

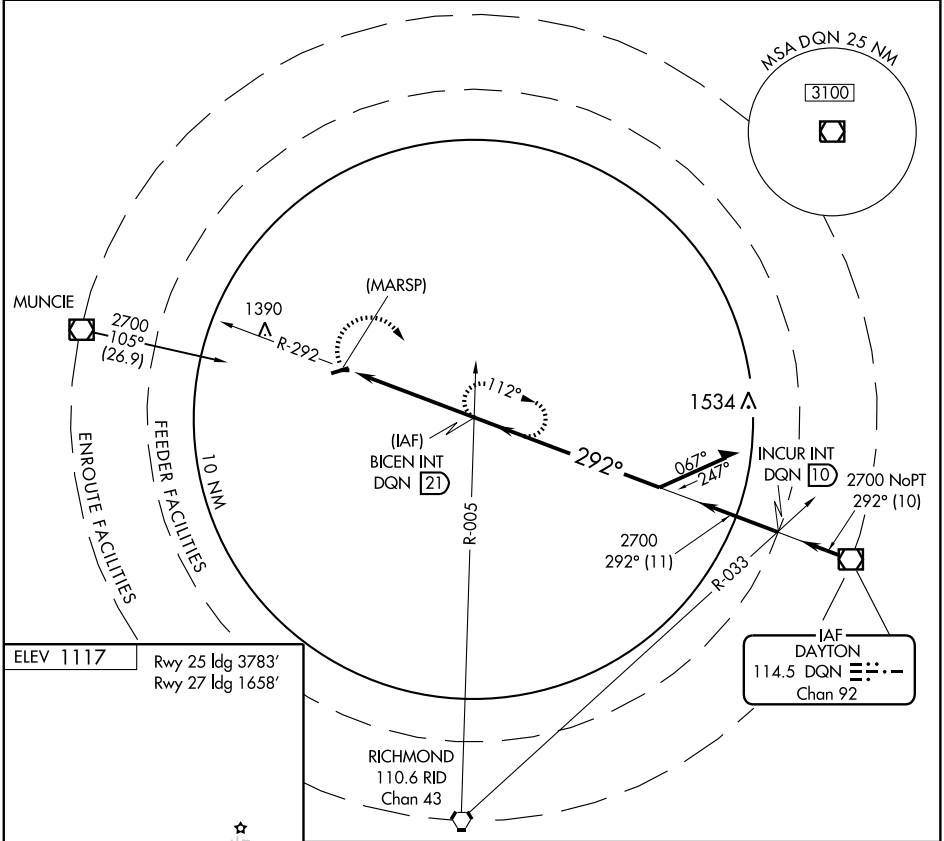
VOR or GPS-A

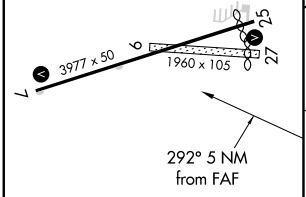
WINCHESTER/ RANDOLPH COUNTY (I22)

NA Use Dayton altimeter setting.

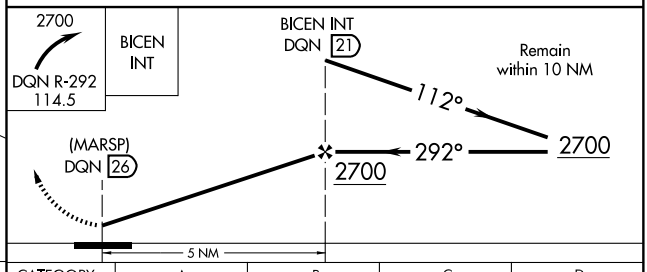
MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

DAYTON APP CON	UNICOM
134.45 352.05	123.0 (CTAF) L





REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1½ 602 (700-1½)	NA

EC-2. 03 JUN 2010 to 01 JUL 2010